SPECTACULAR SUPERCARS 2025 SEASON SPECIAL! FROM PAGE 22

AUSTRALIAN CAR MECHANIC

ISSUE 80

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Full throttle

All new filter range

NGK KYB STEERING SUSPENSION NTK

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+ Innovative Products
+ Reynolds tells all
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+ Pearlescent painting insights
+ A Bathurst classic
+ Laps with Lowndes
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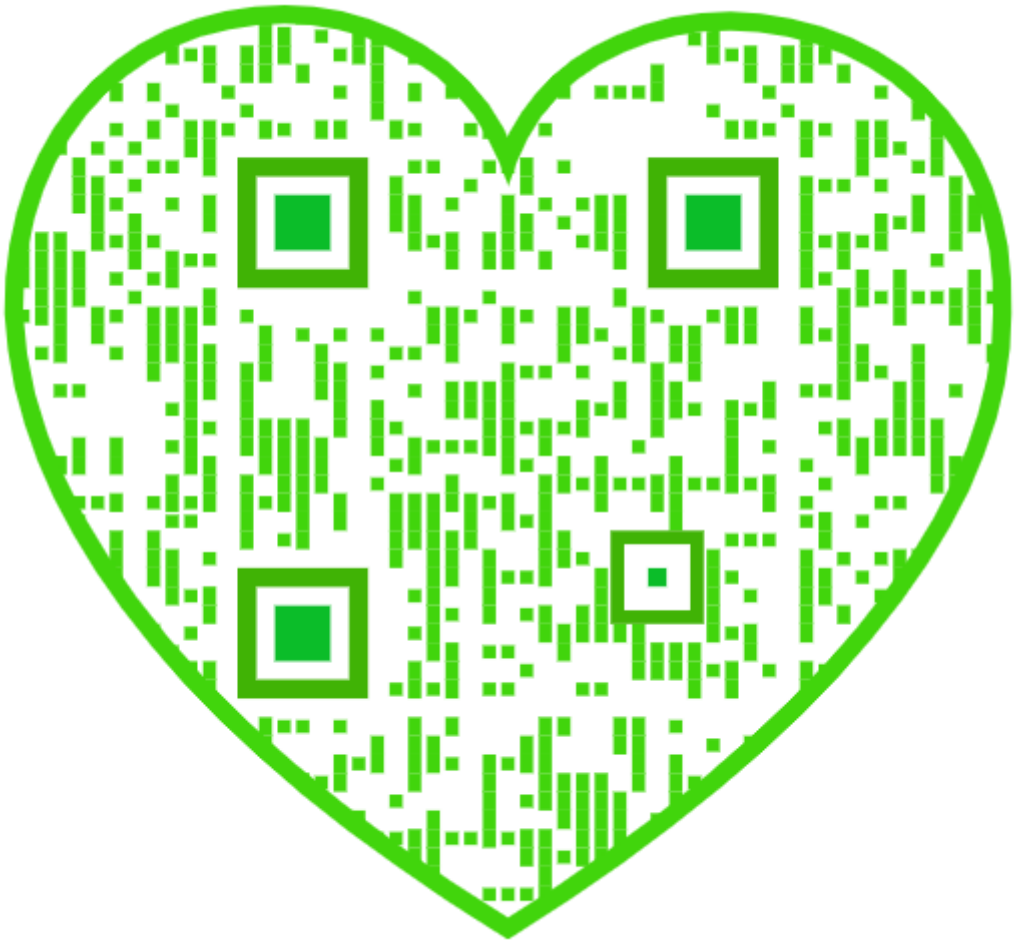
+ Interest rate impact on apprentices



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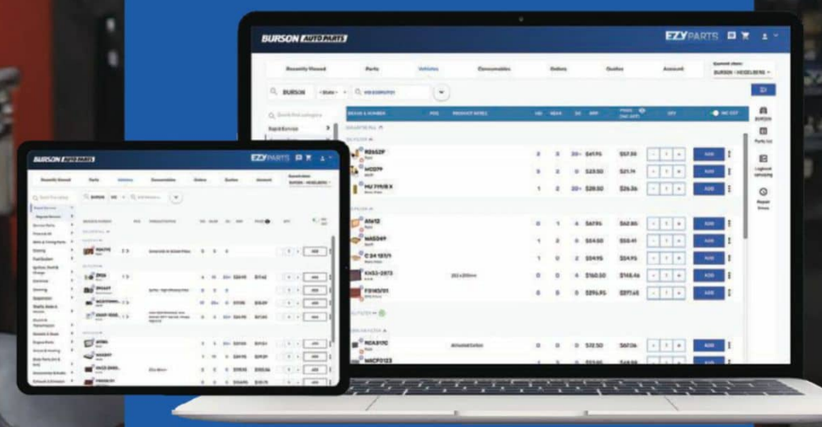

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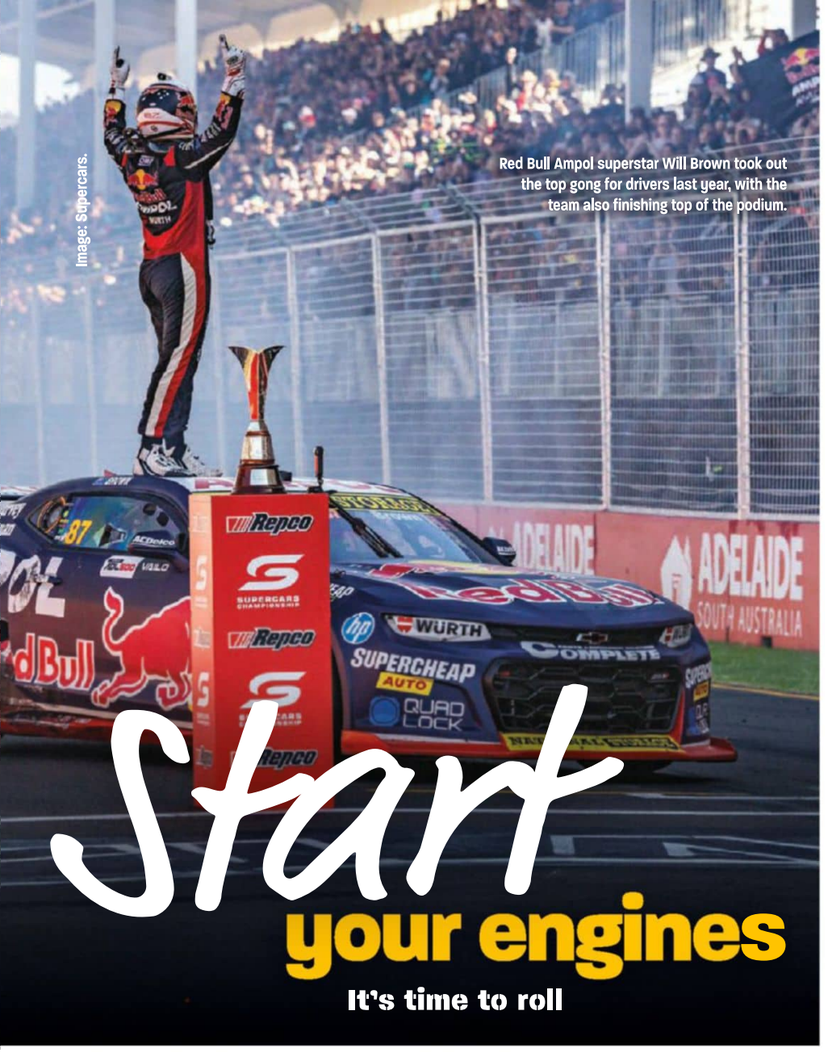

Image: Supercars.

Red Bull Ampol superstar Will Brown took out the top gong for drivers last year, with the team also finishing top of the podium.

Start your engines

It's time to roll

Supercars is back, and I for one am looking forward to whipping out the deck chairs and soaking in some fast-paced fuming action.

It's events like these that bring petrolheads and casual fans together to enjoy the revving of the engines and the sinking of a few beverages.

With a round in practically every corner of Australia, no one misses out on watching expensive muscle cars scraping, scratching and smashing their way around some of the best tracks in the nation.

It's shaping up to be another ripper season with a stacked field of teams eager to de-thrown the vaunted Red Bull Ampol/Triple Eight Race Engineering team.

In this edition of Australian Car Mechanic, we'll take a few laps around with some of the teams vying for the podium as the season gets underway.

This includes my favourite part, seeing all the awesome liveries teams will be showing off as they whizz around the tracks.

There's a lot that resonates between Supercars teams and a workshop of mechanics, and not just that they both involve cars.

Both might seem like a chaotic mess of moving parts, loud noises and oil stains on the outside. But those on the inside know everything's done to an exact science, ensuring a happy end result, and a good night's sleep.

For those who prefer the peace and quiet of the workshop (yeah right!), we also take a dive into some of the cool new workshop tools. Some things may evolve, but mechanics will always need a reliable spanner, wrench or screwdriver that lasts them a generation.

Things are cooling down everywhere except for in the auto world with motorsport seasons heating up everywhere.

Whether you love the Supercars, or if F1, drag, rally, touring, Speedway ... you name it! Soak it all in and enjoy the thrills of racing everyone! ACM

Harry Murtough – Editor

On the **cover**

Niterra Australia (which includes NGK Spark Plugs and NTK) is an established name worldwide in terms of delivering a wide range of spark plugs to the auto market.
But how about filters? We take a look at NTK Filters – a brand new range from Niterra Australia as the company enters the filtration space.

Booking **deadlines**

AUSTRALIAN CAR MECHANIC

Issue 81 • 2025
Deadline April 16, 2025

Issue 82 • 2025
Deadline June 18, 2025

Issue 83 • 2025
Deadline Aug 20, 2025

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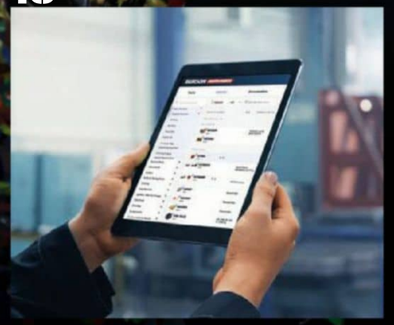
Cover

Contributors

IAIN CURRY has been a specialist motoring writer and photographer for 15 years, working for a variety of magazines in Australia, United Kingdom, USA, Germany and Sweden. He is former editor of Performance BMW magazine and features writer for GT Porsche magazine, and has been fortunate enough to photograph Formula 1, the Le Mans 24 Hours, World Touring Cars, V8 Supercars and a range of adventure sports.



Full throttle

Introducing NTK Filters: Delivering OE Quality and Performance

Niterra Australia is proud to announce the launch of its highly anticipated NTK Filter range; experience optimal engine performance and unmatched reliability with our OE quality filter range.

NTK Filters are engineered with precision and expertise to exceed the stringent standards of original equipment manufacturers (OEMs). Designed for exact fitment and application-specific performance, these filters ensure seamless compatibility with a wide range of vehicles. With a focus on safeguarding engine health, optimising efficiency, and enhancing longevity, NTK Filters set the benchmark for superior filtration solutions.

"Regular replacement of filters is critical for preserving a vehicle's performance and protecting vital engine components," Niterra Australia Executive General Manager of Product James Filshie said.

"Our NTK Filter range is designed to provide customers with peace of mind, knowing their vehicles are equipped with products that deliver exceptional quality, time and time again."

Extensive product range

The NTK Filter range includes an impressive selection of filters tailored to suit a wide variety of vehicles:

- **Oil Filters:** Available in both cartridge and spin-on designs, delivering dependable engine protection.
- **Air Filters:** Offered in cylindrical and panel designs, shielding engines from harmful

Images: Supplied by Niterra Australia.

Niterra Australia is bringing its same high-quality care and innovation to its new NTK Filter Range.

particles for optimal performance.

- **Cabin Air Filters:** Available in carbon and standard variants, improving air quality and ensuring a comfortable driving experience.
- **Fuel Filters:** Featuring cartridge, in-line, and spin-on designs, these filters provide superior fuel system efficiency and reliability.

"Our aim is to offer a comprehensive range of filters that meet the diverse needs of Australian drivers," Filshie added. "With NTK Filters, customers can expect the perfect balance of performance, precision, and quality in every product. We're especially excited to provide both our long-standing customers and new NTK users with high-end products that deliver on every level."

With the launch of this new range, Niterra continues to expand its footprint in the Australian automotive market, reinforcing its commitment to delivering high-quality solutions that drive customer satisfaction.

About NGK/Niterra Australia

Launched in Australia in 1980, Niterra Australia – which rebranded from NGK Spark Plug Australia in April 2023 – specialises in providing innovative solutions to the automotive and medical industries. In the automotive industry, Niterra Australia offers a range of automotive components and technical ceramics, you can find out about the range here: ngk.com.au.

As a leader in product design and manufacturing, our team strives to bring the best technology to market. In addition to an extensive catalogue of spark and glow plugs, Niterra also offers OE-quality technical sensors.

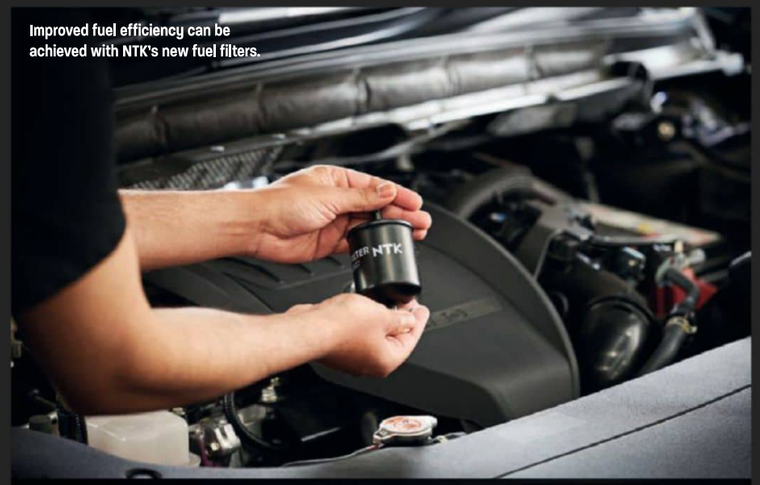
It partners with OEMs to develop the latest innovations, making NGK/NTK the supplier of choice for nearly every manufacturer. With world-class quality and engineering, our expertise goes beyond the aftermarket to drive the automotive industry forward.

Niterra is proud to be considered a key partner to trade, reseller and distribution businesses with the Australian aftermarket industry.

The relationships Niterra has built with Trade Repairers is the cornerstone of our aftermarket business.

Niterra Australia's commitment to quality, strong heritage and providing innovative solutions is reflected in their products and services. ACM

Improved fuel efficiency can be achieved with NTK's new fuel filters.



Looking for a new brand to expand your oil filter offerings?

NTK's high-quality range of air filters come in both frame and cylinder forms.

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Castrol EDGE

Precision, durability & performance

The tools that set you apart

For 104 years, Warren & Brown Tools has been setting the standard for quality and innovation in the Australian tools industry. Since our establishment in 1921, we've built a reputation for producing precision-engineered, durable, and reliable tools that professionals trust.

Torque Wrenches – the industry gold standard

WB Tools' torque wrenches are the go-to choice for mechanics and technicians who demand accuracy and consistency. Designed to ensure bolts are tightened to exact specifications, they help prevent over-torquing and under-tightening, ensuring safety, performance, and longevity in every application.

Chisels & Scrapers – built for the toughest jobs

Chisels and scrapers have been essential tools for centuries, and at WB Tools, we've refined them using modern materials and precision engineering. Whether you're removing decals, adhesives, or tough debris, our high-performance scrapers and chisels deliver unmatched strength and efficiency.

Chisel Impact Scraper – crafted from 420 J2 stainless steel, these scrapers are built to handle demanding tasks with ease.

- 1.2mm blade – ideal for mixed debris removal
- 2.5mm blade – perfect for scraping tough adhesives
- Ergonomic grip – designed for comfort during extended use
- Solid steel butt – allows for extra force when struck with a hammer or mallet

Quick Lock Razor Scraper – the ultimate tool for removing labels and decals from glass and windshields.

- 0.20-inch thick razor blade – twice as thick as a standard razor for superior strength
- Available in short and long lengths to accommodate different tasks
- Comfortable grip for easy handling

Why WB Tools?

When investing in tools, quality matters. WB Tools ensures that every chisel, scraper, and hand tool meets Australian industry standards, providing mechanics with tools that are:

- Made from high-grade stainless steel for superior strength and performance
- Designed with ergonomic grip handles for extended work sessions

Available in multiple sizes and blade thicknesses to suit various applications

- Trusted by Australian professionals since 1921

Beyond Chisels & Scrapers – the full WB Tools range

WB Tools also offers a comprehensive range of professional-grade tools, including:

- Hand Tools & Accessories – reliable essentials for every toolbox
- Soldering Equipment – rrecision tools for electrical work
- Workshop, Garage & Service Equipment – built for demanding environments
- Wheel Torque Setting Equipment – ensuring precise and safe wheel fittings
- Cylinder Head Reconditioning Equipment – designed for engine specialists ACM

Upgrade your toolkit today: wbtools.com.au

For 104 years, Warren & Brown Tools has been the name Aussie mechanics trust. When it comes to quality, precision, and performance, we deliver tools that set you apart.

From scrapers to torque wrenches, Warren & Brown Tools has the equipment that last mechanics a long time.

Image: Pfrime Creative Media

FILTRATION ENGINEERED FOR THE LAND DOWN UNDER
BE RYCO READY

Ryco have designed and engineered filters in Australia for over 85 years. As the oldest Australian filtration company, Ryco have stood the test of time because we are constantly adapting new technologies for Australian conditions.

Proven both on the Supercars track and our vast highways, our filters have been tried and tested in Australasia's only dedicated filtration lab to ensure everyday drivers using Ryco have reliable filtration for any condition.

From our sweeping plains, to flooding rains, when you use Ryco filters your vehicle will have what it takes when you're on your next adventure.

So when you want to be Australia ready, be Ryco Ready.

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motorsport australia
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Unlocking auto potential

AUSCAN Smart diagnostic tool puts total control in your hands

The versatile AUSCAN Smart tool is ideal for a plethora of diagnostic functions.

Image: Launch.

In an age where automotive technology advances at incredible speed, technicians need reliable, comprehensive tools that can keep pace with evolving vehicles. Enter the AUSCAN Smart - a next-generation automotive intelligent diagnostic scan tool that empowers both automotive technicians and enthusiasts with a robust suite of capabilities.

By integrating car and truck diagnostics with IMMO functions, online coding, anti-theft matching, programming and remote diagnostics, the AUSCAN Smart is setting a new standard in vehicle maintenance.

One of the standout features of this intelligent tool is its impressive full system coverage for an astounding 110 manufacturers across Australian, U.S., Asian, and European markets.

This versatility is foundational to its intelligent diagnostic ability, which automatically identifies vehicle VINs, streamlining access to necessary systems while reducing diagnostic time.

Get smart

The tool's topology graph functionality further enhances its diagnostic prowess, providing a clear visual representation of the vehicle's communication network. This enables technicians to quickly pinpoint fault points, a critical advantage when time and accuracy matter. The AUSCAN Smart is also equipped with advanced functionalities, including support for 30-plus common maintenance functions. Tasks such as ABS bleeding, DPF regeneration, and EGR adaptation can be executed with ease, ensuring vehicles remain compliant with increasingly stringent environmental standards. The tool's dual-mode wireless VCI enhances operational efficiency through full compatibility with major testing standards, while its remote diagnosis capability extends its usability beyond the workshop.

Wired in

Moreover, with its continuous updates and the support for various expansion modules such as tire tread detection and oscilloscope functionality, AUSCAN Smart is not just a diagnostic tool but a full-service automotive solution. The inclusion of anti-theft matching and ADAS calibration capabilities makes it indispensable in today's multifaceted auto landscape.

It embodies the sophistication and flexibility required to navigate the complexities of modern vehicles, ensuring that technicians are well-equipped to diagnose and maintain vehicles efficiently and effectively. ACM

For more information, check out launchtech.com.au or call 1300 369 788

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Well timed

Timing Belt Kits: Quality You Can Rely On – comprehensive solutions for every need

BW knows what mechanics need - reliable, high-quality products that save time and deliver lasting performance.

That's why its timing belt kits are more than just parts; they're complete solutions designed to make your job easier while ensuring your customers' engines perform flawlessly.

BW timing belt kits are built using premium components sourced from globally trusted manufacturers like NSK, JTEKT, and Schaeffler.

These brands are renowned for their precision engineering and durability, ensuring every kit meets or exceeds Original Equipment (OE) standards.

This level of quality guarantees dependable performance throughout the full manufacturer-recommended service interval, giving you and your customers confidence in every repair.

Comprehensive range for local vehicles

BW offers one of the most extensive timing belt kit ranges tailored specifically for the Australian and New Zealand markets.

From passenger cars to SUVs and light commercial vehicles, BW's range ensures you'll find the right fit for nearly every application.

All-in-one solution for mechanics

Each BW timing belt kit includes everything you need for a complete and seamless replacement, all in one box:

- Timing belt
- Tensioners and pulleys
- Seals and idlers

By replacing all components together, you reduce the risk of premature failure caused by worn or aging parts, ensuring optimal performance and fewer comebacks.

Backed by a warranty you can trust

Every BW timing belt kit comes with a warranty covering the full manufacturer's service interval, providing extra assurance for you and your customers.

Why choose BW Timing Belt Kits?

- Unmatched Quality: Premium components from industry leaders ensure reliable, long-lasting performance.
- Extensive Range: Coverage for a wide variety of vehicles in the Australian and New Zealand markets.
- Complete Solutions: All essential components in one box to save you time and effort.
- Mechanic-Focused Design: Tailored for professionals, ensuring easy installation and compatibility.
- Warranty Backed: Confidence for you and peace of mind for your customers

When you choose BW timing belt kits, you're not just getting a product—you're investing in reliability, convenience, and performance. Built to meet the needs of mechanics and backed by trusted brands, BW's kits provide the ultimate solution for timing belt replacement, ensuring every job is done right the first time.

The BW advantage

BW offers an extensive range of Bearings and Driveline products specifically designed for the Australian and New Zealand markets. With a minimum warranty of two years or 40,000 km for most BW products, you can trust that BW's products are built to last.

The right range

BW offers a full range of Bearings and Driveline products for the Australian market.

The category

Our team consists of experts in the bearing and the automotive industry with extensive knowledge and longstanding partnerships with global suppliers.

Trusted quality

BW products are designed for direct fit and to perform as well as the original equipment part, if not better. ACM

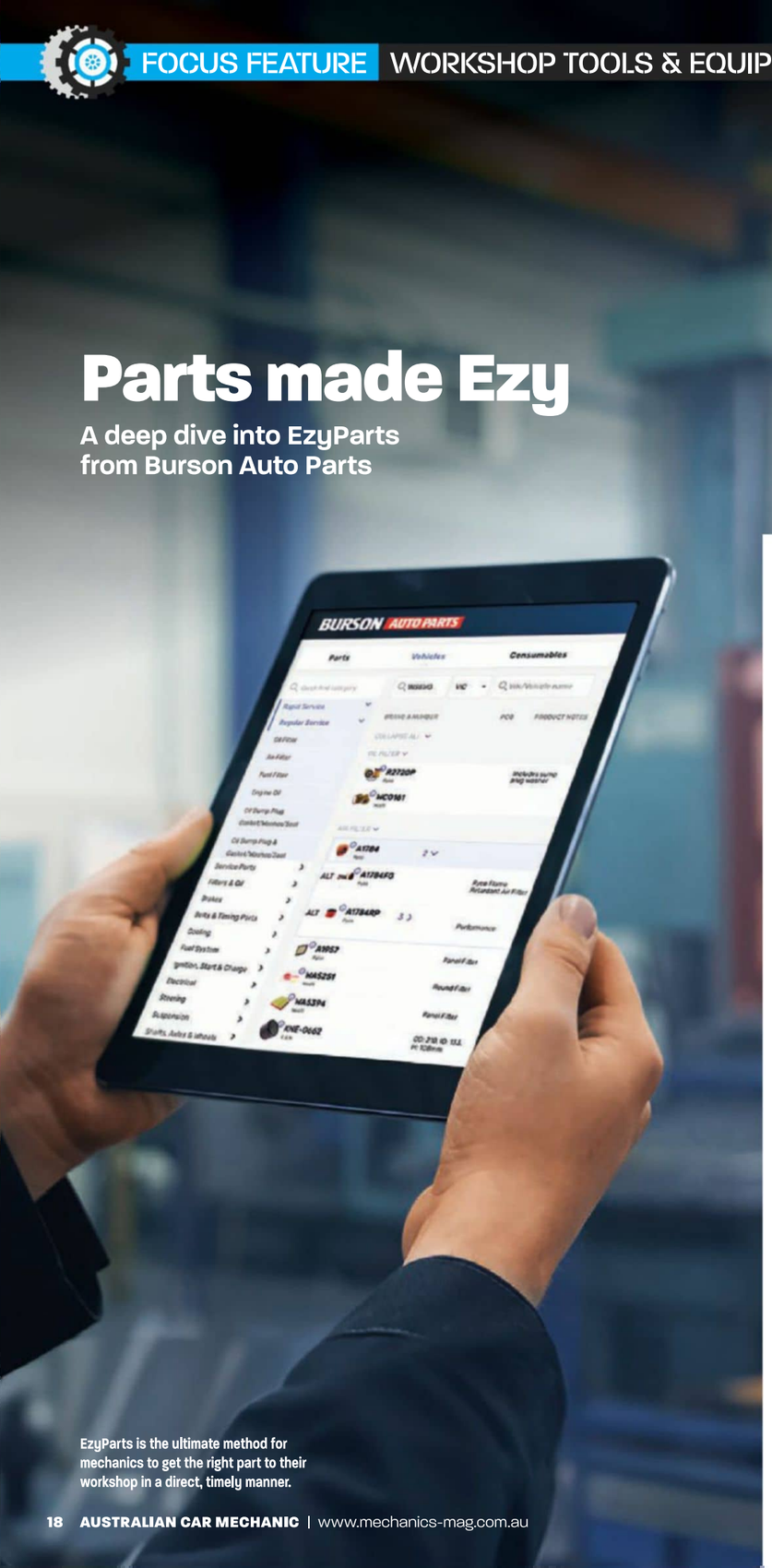
More information at bwproducts.com.au

Image: Bapcor.

BW Timing Belt kits come with components from a wide range of household names.

Parts made Ezy

A deep dive into EzyParts from Burson Auto Parts



EzyParts is the ultimate method for mechanics to get the right part to their workshop in a direct, timely manner.

For over a decade, workshops have relied on Burson Auto Parts EzyParts platform for simple and efficient parts sourcing.

Much like the automotive industry itself, however, EzyParts continues to evolve to ensure it delivers the fastest service to its customers – hardworking Aussie mechanics.

What is EzyParts?

"EzyParts is the one-stop ordering platform," said Sales and Projects General Manager Frank Petruccelli.

Available on desktop and mobile to customers with Burson trading accounts, EzyParts is a fast way for mechanics to find the parts they need delivered to their doorstep.

"When you input a rego, EzyParts not only shows you the products you need to order for a vehicle, but also the suggested parts aligned with that vehicle make," Frank added.

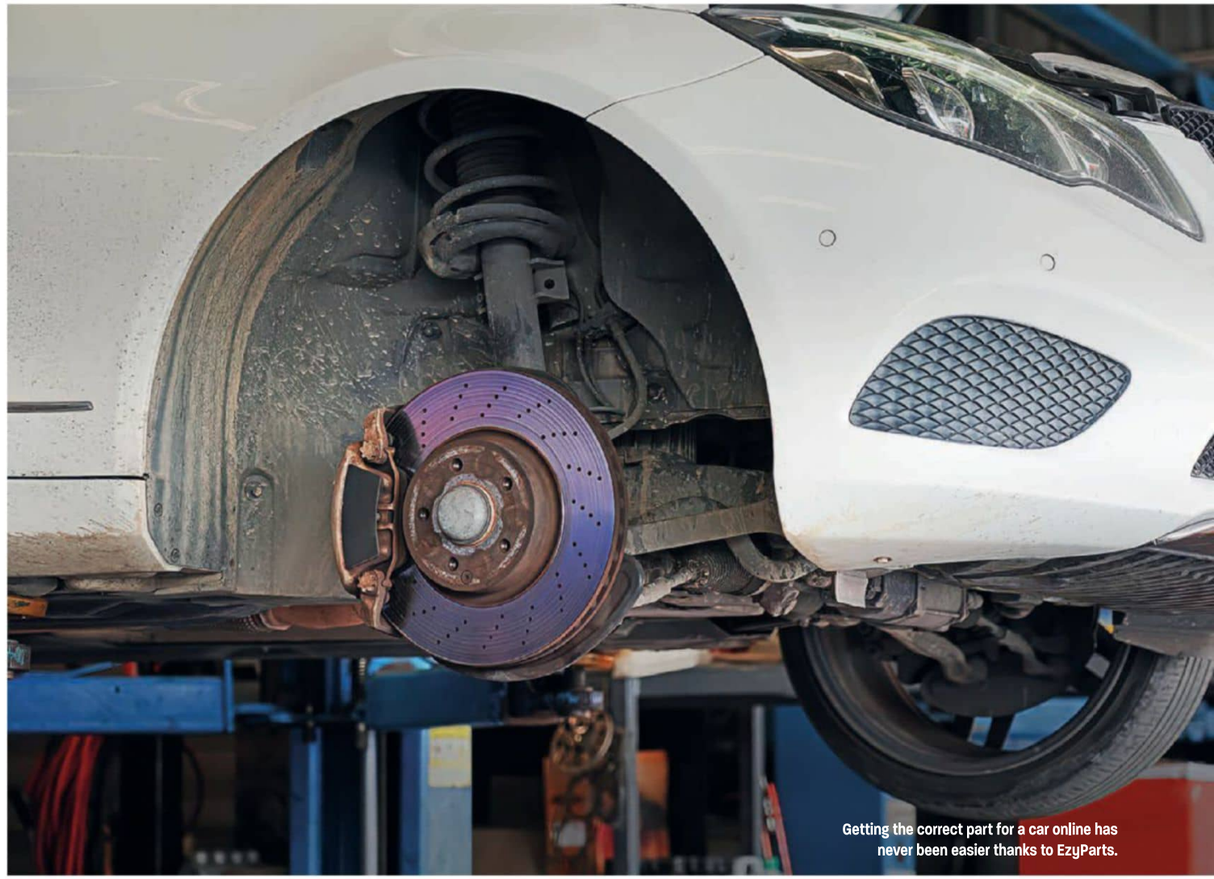
For workshops doing something a bit left of centre, EzyParts can show stock available at both nearby Burson stores and the local distribution centre.

"That way, it gives you endless opportunities – not only do you have access to the 30,000+ SKUs available in a store, you also have access to the 200,000+ SKUs in a distribution centre," said Frank.

"Depending on where you're located, the parts could be with you within an hour, or by next day."

Having grown up in his parents' spare parts business, Head of Digital Operations and Network Support Tim Tummons knows how valuable every minute is when it comes to making repairs. EzyParts instils confidence in mechanics by ensuring they can have the right parts delivered to them anywhere at any time, and subsequently have their customers vehicle back to them at the agreed timeframe.

Images: Burson Auto Parts.



Getting the correct part for a car online has never been easier thanks to EzyParts.

"It's better than taking a punt by guessing 'I think I can get this part today, so I think you'll get your car back tomorrow'," Tim said.

This efficiency not only removes the guesswork from the process, but ultimately drives profitability for workshops by reducing servicing turnaround times.

Staying ahead

EzyParts remains ahead of the pack when it comes to advancements in customer experience, with its latest integration of HaynesPro.

HaynesPro has historically been the go-to repair book for mechanics to draw upon, and now it's taken its wealth of automotive knowledge to the digital space.

With the current skill shortage in the industry, many workshops are handling uncommon repairs and may need the assistance HaynesPro offers.

"What we're trying to do by integrating HaynesPro into EzyParts is to get an advanced aid for the trade," Tim added.

Currently in the industry, many mechanics will go to Google or YouTube and try to research DIY solutions.

"That was how a lot of the United Kingdom was operating about 10 years ago,' explained Tim.

"Now they've adopted platforms like HaynesPro because they want to make sure they're working on repairs correctly and not putting themselves or the customer's car at risk."

This addition has given EzyParts, and by extension Burson's customers, a chance to get ahead.

Evolving with EzyParts

Burson is always looking to evolve EzyParts. In addition to HaynesPro, there are plenty of upgrades in the works.

"We're looking at adding more product-rich information in EzyParts," Tim said.

"We're working on a feature that'll help customers see what inventory Burson can get its hands on – whether an item is in or out of stock, the system will show if we can still get the product to the customer."

As EzyParts develops in complexity, registering an account will always be a straightforward process.

Once a workshop has a Burson Auto Parts trading account, a user can go to the Burson website to apply for an EzyParts account.

"The turnaround time is under two hours," Tim stated.

"Your EzyParts account will be opened up and linked to your Burson account, so features such as live account pricing and rego search will come flying through."

"Within a matter of hours and a quick form, you're off and running."

No matter the issue, EzyParts is the one-stop solution for mechanics to get what they need, when they need it. ACM

As more upgrades are made, EzyParts will only get faster. Now is the perfect time for workshops to seize the advantage. Visit burson.com.au/ezyparts to apply for an EzyParts account.

Kitted up

Bendix expands brake hose kits to 182 variants

When it comes to upgrading brake systems, brake hoses are components that are often overlooked, but quality steel braided brake hoses substantially increase braking performance across all vehicle classes, by consistently maintaining brake fluid pressure from the brake lines to the calipers.

Bendix has recently expanded its range of braided brake hoses releasing products to suit 75 extra car models, including popular vehicles such as PY Ford Ranger (2022 onwards), VW Amarok from 2018 to current and late model Toyota Land Cruisers (2021 onwards). Bendix offers brake hoses for standard ride heights and select options for vehicles with 2" aftermarket suspension lifts.

Additionally, certain Bendix Brake Hoses that were previously only available as part of a broader brake upgrade kit, have been released as individual items. All up, there are now 182 Bendix Brake Hose variants on offer – in many cases price adjustments have also been applied, providing even greater value for motorists.

Bendix Brake Hoses

Bendix Brake Hoses all meet and often exceed SAE J1401, FMVSS 106 DOT and ISO3996 industry standards. To ensure high levels of performance and durability, the hoses are constructed from PTFE (Teflon®) tubing which is then covered by woven stainless steel 304 braid, and finished with a Bendix blue Polyvinyl Chloride (PVC) protective layer that further safeguards the braid from dirt, dust and grime.

While steel braiding isn't required under SAE J1401, this added component helps to deliver a more consistent and firmer brake pedal feel and prevents over expansion of the hose under high braking pressures.

For enhanced performance, Bendix Brake Hoses feature 12L14 steel, chrome-plated fittings with rubber over-mouldings to reduce coupling-to-hose fatigue, ensuring durability in tough environments. **ACM**

To learn more, contact your local Bendix stockist, visit bendix.com.au/stockists

Images: Supplied by Bendix

Bendix has brake hose kits for all manner of vehicles, including the popular Ford Ranger.

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coles

Cam Waters kicked off the 2025 season with an impressive clean sweep at the Sydney 500.

DBA will be front and centre on Team Tickford's race cars, including Tom Randle's Mustang (pictured).

Images: Tickford Racing.

Big tick

DBA and Tickford Racing extend partnership into 2025

Disc Brakes Australia is excited to announce the continuation of its partnership with Tickford Racing for the 2025 Supercars Championship, marking the fifth year of a strong and successful collaboration. As Australia's leading brake rotor manufacturer, DBA continues to play a vital role in supporting Tickford Racing's high-performance pursuits, helping the team push the limits on track.

"Tickford Racing is an exceptional partner for DBA, and we're excited to extend our collaboration into 2025," Disc Brakes Australia General Manager Vera Gerard said.

"As Australia's leading manufacturer of brake rotors, our partnership with one of the top teams in Supercars highlights our mutual commitment to performance, innovation, and engineering excellence.

"We're eager to continue our journey together in the upcoming year and can't wait to see the results we'll achieve on the track."

DBA's branding will once again feature prominently on Tickford Racing's Supercars, including the #55 Castrol Racing Mustang and the #6 Monster Energy Mustang, as well as on team assets throughout the season.

"We're thrilled to have DBA continuing with us for the 2025 Supercars season," Tickford Racing CEO Simon Brookhouse added.

"Their commitment to precision, quality, and performance aligns perfectly with our own values as a team.

"Braking performance is a key factor in Supercars, and DBA's expertise in braking technology aligns with our pursuit of high performance on track. We're proud to extend our partnership and look forward to another exciting season together."

With the 2025 season in full swing, Tickford Racing and DBA are set to continue their pursuit of success, combining high-performance racing with industry-leading braking technology. Here's to another year of pushing boundaries and chasing podiums together!

About DBA

In 2025, Disc Brakes Australia celebrates an impressive milestone - its 50th anniversary! Since becoming part of ASX-listed company Amotiv, one of Australia's leading conglomerates of automotive brands, DBA has continued to thrive as a key player in the automotive aftermarket industry.

DBA is renowned for its innovative approach and leadership in advanced braking technology. Its extensive product range provides comprehensive coverage of the Australian car parc, offering direct replacement brake kits, rotors, pads, and hydraulic applications for a large variety of vehicles, including OE replacement, performance upgrades, offroad, and track and motorsport applications. ACM

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Revved up

NGK Returns to Supercars Championship in 2025 with Walkinshaw Andretti United

Automotive aftermarket leaders Niterra Australia, previously known as NGK Spark Plugs, returns to the heat of Supercars Championship competition in 2025, with the brand linking once more with Walkinshaw Andretti United.

The Ford Mustangs of Chaz Mostert and Ryan Wood will carry NGK/NTK/KYB branding for the 13-round season, continuing a high-performance tradition that stretches over 80 years, including a remarkable streak of victories with the Walkinshaw-owned Holden Racing Team (HRT).

All told, between 1994 and 2016, NGK and HRT claimed a total of six Bathurst 1000 titles, six Australian Touring Car/Supercars Championship victories, and 117 individual ATCC/Supercars Championship race wins, with drivers including Mark Skaife, Craig Lowndes, Greg Murphy, Jason Bright, Todd Kelly, Garth Tander, Will Davison, Nick Percat and James Courtney.

Outside of the longstanding relationship with Walkinshaw's motorsport endeavours, NGK has found success with some of the sport's biggest names.

During the 1970s, the brand became synonymous with flamboyant touring car ace Peter Janson before linking with the iconic Peter Brock in 1988.

Wearing Mobil colours, Brock and NGK combined to win four ATCC races in Ford Sierras and Holden Commodores between 1989 and 1993, prior to the duo transferring to the HRT.

Plenty around

NGK was also a partner of Nissan Motorsport and Kelly Racing between 2013 and 2019, with a highlight being Rick Kelly's victory at Winton Motor Raceway aboard a Nissan Altima in 2018.

Elsewhere in motorsport circles, the brand has been at the forefront of two-wheeled competition in a range of circuit racing and motocross disciplines.

This season's Repco Supercars Championship sees NGK return to the sport after a five-year hiatus.

"We're incredibly excited to join forces with Walkinshaw Andretti United," Niterra Australia Executive General Manager of Sales and Marketing Paris Mouratidis said.

"We share a deep commitment to community engagement and pushing boundaries, and this partnership is an extension of that shared vision.

"We're thrilled to be back in the racing world and partnering with Walkinshaw Andretti United – it feels like coming home, and we're looking forward to returning to victory lane."

For Walkinshaw Andretti United, the partnership with Niterra is a natural fit.

"It is fantastic to be welcoming NGK back into the Walkinshaw Andretti United family and continue to build on our proud history of success," Walkinshaw Andretti United Chief Executive Officer Bruce Stewart said.

"Connecting with an automotive industry leader such as Niterra provides benefits that flow both ways.

"The theatre of competition is always an important testing ground for high-performance products, and working together, we look forward to adding to our major accomplishments registered to date." ACM

NGK & Touring Car/Supercars Racing Key Statistics

- Bathurst 1000 Victories with the Holden Racing Team: 6 (1996, 2001, 2002, 2005, 2009 and 2011)
- ATCC/Supercars Championship victories with the Holden Racing Team: 6 (1996, 1998, 1999, 2000, 2001, 2002)
- Total ATCC/Supercars Championship Race Wins: 122 (117, Holden Racing Team, 4, Mobil 1 Racing, 1, Kelly Racing)

Image: Niterra Australia.

Supercars superstar Chaz Mostert will be zooming around tracks sporting the NGK Spark Plugs logo atop his windscreen.

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Back at it

NAPA partners with PremiAir Racing for 2025 Supercars Championship

NAPA confirmed its supporting Queensland-based Supercars squad PremiAir Racing in 2025.

After partnering with the emerging team for the final round of last year's championship at the VAILO Adelaide 500, NAPA and the team have agreed to a new deal that will see the famous blue and yellow NAPA brand appear on the team's two Chevrolet Camaros in 2025, to be driven by James Golding and new team recruit Richie Stanaway.

"NAPA is thrilled to be on the journey with Peter and the PremiAir Racing in 2025," GPC Asia Pacific Executive General Manager Mitch Wiley said.

"Having worked with the team at the Vailo Adelaide 500 in 2024, it was clear that our brands and businesses would be a great fit.

"We have some amazing experiences planned with PremiAir Racing for our NAPA customers during the 2025 season."

The blue and gold of NAPA will return to the PremiAir Racing liveries for all of the 2025 season.

Images: GPC Asia Pacific.

Global speedsters

The team enjoyed a breakout season in 2024, recording their first pole position and Golding finishing inside the top 10 in the championship.

The top 10 season result was the highest place that the team has recorded in just its third year in the competitive championship.

"Partnering with a globally respected brand like NAPA is a tremendous step forward for PremiAir Racing," Team Owner Peter Xiberras said.

"NAPA's support enhances our team's visibility on the track and fuels our ambitions as we continue to challenge at the top of the Supercars Championship.

"We're excited to see what we can achieve with the NAPA brand adorning our Camaros in 2025."

The NAPA brand, also a relative newcomer to the Australian automotive aftermarket scene having arrived in 2019, has a long history as a supporter of motorsport. The brand has been seen in American NASCAR, IndyCar, Sprintcars and Drag Racing in the past, with its best achievements coming in 2016 when it won the Indy 500 with Alexander Rossi and the NASCAR Cup Series with Chase Elliott in 2020.

NAPA currently supports Brad Sweet in the High Limits Sprintcars series in America, as well as a three-car British Touring Car team Motorbase Performance. **ACM**

PremiAir Racing drivers James Golding and Ritchie Stanaway will vie for coveted Supercars Championship.

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Power braker

Bendix back trackside with Matt Stone Racing in 2025

Following Bendix Racing Team's successful 2024 Supercars campaign, Bendix is again throwing its support behind team partner Matt Stone Racing (MSR), returning as the naming rights sponsor of Nick Percat's Chevrolet Camaro for this year's Championship season.

The team recently took the covers off its 2025 livery in front of fans at a launch event, revealing war paint similar to last year's race car, but showcasing a cleaner and crisper design highlighting Bendix's blue, black and white corporate colours.

Bendix Racing's Nick Percat said he with thrilled with the appearance of the Camaro and looking forward to a big year of racing.

"I'm stoked to reveal our 2025 Bendix Racing Camaro in front of fans at this year's MSR launch," Nick said.

"The design is a subtle evolution from last year, and it's great to have Bendix back onboard for another season with their iconic blue.

"We've got an important pre-season test day coming up next week in Sydney before we hit the track in anger for Round 1, so now that we have revealed the livery, it's all eyes on preparations for that. Excited to get out there and see how we go this year."

Ready to roll

After a strong showing in 2024 that included two race wins and consistent top 10 finishes, FMP Group Australia – Bendix CEO George Kyriakopoulos said the company was thrilled to be going racing with MSR once more.

"Partnering with MSR in the Supercars Championship last year allowed us to increase awareness of our brand among an important demographic in a targeted way," George said.

"The motorsport audience is not only about fast machines, so while we do cater for performance cars with products such as the Ultimate+ Brake Upgrade Kits, the Bendix range covers just about all vehicle types and motoring passions.

"For 4x4s there's the Ultimate 4WD™ range, we also have products to suit classic cars, EVs and Hybrids as well as everyday vehicles with our General CT™ range.

"The prominent profile of Supercars is also fantastic for the morale of Bendix employees and trade partners, as they see our brand competing on a high-profile stage.

"We look forward to supporting MSR through Team Bendix Racing this year and wish Nick and the team a safe and successful 2025 campaign," George said. ACM

Image: Supplied by Bendix.

Bendix will be front and centre on Nick Percat's Camaro all Supercars season long.

Big Dave's Energy

David Reynolds is renowned for his fun-loving, straight-talking in the Supercars pitlane, but it's backed by a rare driving talent. We catch up with the Team 18 driver ahead of the 2025 season

WORDS: **IAIN CURRY** | IMAGES: **TEAM 18**

Bathurst winner, pitlane joker, fan favourite and ace Supercars driver David Reynolds is all business when he's behind the wheel.

Sports interviews are barely worth listening to these days. They're littered with cliches, media-trained dullness and "no comments" just when questions get interesting. Modern racing drivers are typically up there with the worst – the post-race F1 stuff sends you to sleep faster than a dozen tequilas with a jetlag chaser.

Then there's David Reynolds. A breath of fresh air in the Supercars paddock; when Dave's got a microphone in front of him, or if he's playing the clown on the podium, we race fans know it's worth watching. He's copped the odd fine for his grin-bringing comments, then there's his liberal use of the s-word on live television. He'll tell other drivers exactly what he thinks of their on-track antics, and does a better 'shoey' than even Dan Ricciardo.

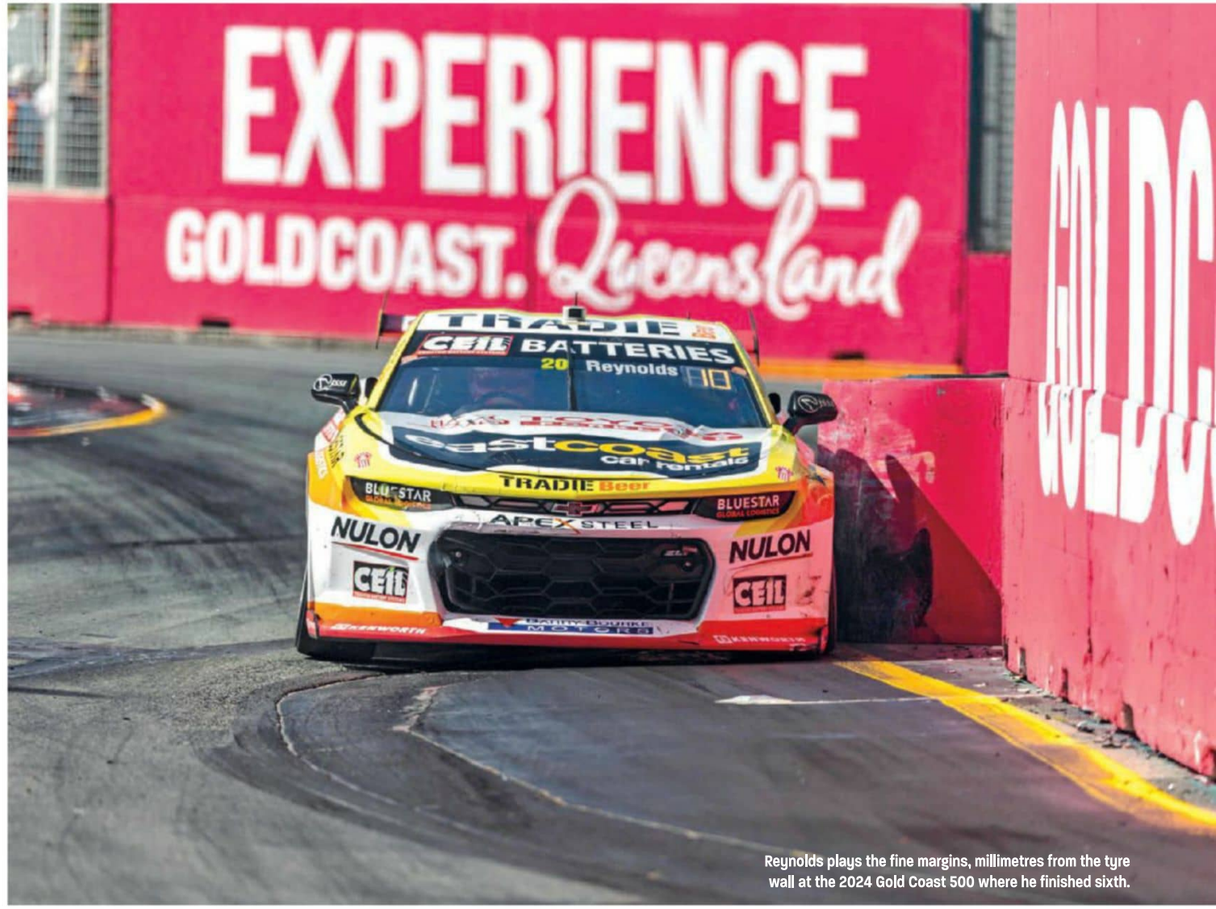
Talk the talk

But you've got to back up the showmanship with race performances or the drives dry up. Reynolds is not only talented but works damn hard at his race craft and fitness. Supercars.com recently voted him in the top 25 Supercars drivers of the last 25 years (at #19), helped by his incredible 2017 Bathurst win alongside Luke Youlden in the Erebus Motorsport Commodore.

There's been eight Supercars race wins, 44 podiums and 16 pole positions. One of those poles came at Mt Panorama in 2019, which any race fan should view to enjoy what Reynolds accurately called "controlled kamikaze". Watch the press room interview afterwards too, if you don't mind a bit of colourful language.

We sat down with 'Big Dave Energy' just ahead of the 2025 Supercars season opener, fresh from him starring in a promo video with Nick 'Honey Badger' Cummins and his new Team 18 Tradie Energy Chevrolet Camaro. Lots of podium hijinks and footage of recent big smashes ensure the action's as colourful as the vibrant Lemon Squash livery on his racing Camaro.

It's a big year for Reynolds. Not only does he turn 40, but there are big changes



Reynolds plays the fine margins, millimetres from the tyre wall at the 2024 Gold Coast 500 where he finished sixth.

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Always one to have fun outside the race car, and even Minnie Mouse is shocked to meet her race hero.

Reynolds' stellar career has netted him eight Supercars race wins, 44 podiums and 16 pole positions.

to the Supercars format for 2025. There'll be 10 more races than last year, and 1200km of additional racing. There'll be a playoffs type end to the season, these "Finals" consisting of the top 10 drivers to that point battling it out to be champion.

"The Finals series is something I've never seen in this country, so it's really cool," David said. "I really enjoy that sort of spin on the end of the year, as long as you're in the hunt. If you're out of the hunt (not in the top 10), then it's going to be terrible. But that's no different to every other year."

Drive the drive

Nailing a top 10 place will be the season's first aim, not least after Reynolds' disappointing 13th in 2024 in his first year driving the Team 18 Camaro ZL1. It's been ten years since his highest Supercars Championship placing of third, and his talent and personality making it to the Finals will be on the most-wanted list for fans, sponsors and event organisers.

"Being in the ten in the last couple of rounds is going to be a vital role," he said. "You can actually finish the first six rounds in tenth, and then still go on to win the Championship at the end, which is awesome. It's great for the sport."

Reynolds has been collecting silverware his whole career. He was 2000 Victorian Junior Karter of the Year; 2004 Australian Formula Ford Champion; then – at age 22 – became the youngest ever Australian Carrera Cup Champion at the wheel of a Porsche 911 GT3 Cup.

"I got introduced into motor racing through my father, John Reynolds, who had rally cars in the late 1980s and early 1990s," David said. "He did things like the Esanda Rally, Alpine Rally and Blue Ribbon Rally, so I was chasing my old man around the forest in his old MK2 (Ford) Escort and (Mazda) 323 Familia, which was one of the first four-wheel-drive turbos to come out."

'Being an idiot'

Reynolds said that as a youngster he'd watch his dad work on the rally cars behind the family home, once the part-time racer finished his day job as a dentist. "That was my introduction to mechanical work, but I've got very limited memories of it all as I was quite young."

Seems the larrikin in him was already fully formed, though. "Apparently one day they turned up at a service halfway through a rally, where Mum had taken me to visit him," David said. "They realised all their sockets had gone, and when Dad got going again, he worked out I'd stuck all the sockets in the exhaust pipe and he could hear them rattling around in the forest stage somewhere. I was just a little kid being an idiot."

The young David learned to mechanic his own go-kart, working on it every day after school. "I learned how to rebuild a carbie, spanner it, make it my little perfect buggy to try to make it the fastest go-kart I could," he explained. "It was always hyper clean, hyper spotless. I loved working on it, and was learning while my old man taught me."

By the time he reached Formula Ford, David said the work was a bit above him and had a team working on the race car. "After go-karts I really haven't spannered a car ever," he said. "Which is quite sad because I used to love it back in the day. What I do now on the cars (Supercars) is zero, because I can't be trusted! I wouldn't know what I'm doing and I actually want to finish the race, so I don't spanner or touch my car at all."

Top level racing has very specific roles. Think team manager, technicians, pit crew, race engineers and more, all with their own areas of expertise. David said, as driver, he's always fine-tuning how to function in the race car. "How everything in the car interacts, I'm still learning that. I don't have a degree or qualifications. I actually say I'm the most unqualified in the team."

But fans don't care much for that from their hero drivers. We just want to see incredible lap times, epic racing and watching skill levels we could only dream about having in such a performance car.

"The setup of the car's so vital, it's ridiculous" David said. "Its springs, roll bars, roll centres, roll stiffness, geometric balance, camber, toe… there's so much involved that it's almost beyond me. I'm always learning."

Keeping up

Every member of the team plays an integral role, and David's a driver who understands this. "I don't have much input with what the engineer and mechanics are doing with the springs and roll bars, but on a typical day I'll go and talk to them about their weekend, and just keep in contact in a friendly manner." If things need putting back together in a hurry, it pays to have the team fighting with you to make it happen.

"During race weekend, I drive the car, get out and there's a checklist to run through like steering, brakes, gears… everything I can touch and feel and see," David explained. "I'll communicate with mechanics about what feels correct or

incorrect, or if say I've hit a kerb funny and the steering rack went out of position."

As well as 2025's new race format, David said Supercars' new tyre was going to drastically change things. "We're all talking about how we're going to set up this new tyre to make the most of it, because it's a completely different feel of construction and feedback we'll get; more than we've ever had in the 15 years I've been part of this sport."

He's an elder statesman in the Supercars field now, but David still looks hyper fit. "That's something I've worked at my entire life, including eating healthy" he said. "Having kids now your time away from racing becomes a bit more vital, so going out on four-hour bike rides has become difficult. But I'll do something every day to keep my flow and fitness, and maybe some kickboxing or rock climbing to add something fun and enjoyable. I play certain games like NeuroTracker to keep my mind sharp, and all these I've learned give me the best tools not just for racing, but for my life."

Out with the old

Having been in the sport so long, we wonder how racing VE Commodores of 2007 and 2008 compared to today's Camaro? "The old cars were much harder to drive, more physically demanding" David explained. "They were much more raw and extremely difficult to set up. There was way more variation between teams, cars and driving styles, and more mechanical difference as teams built their own parts."

David said the Generation 1 Supercars they'd call the Blueprint Car, which he'd love driving and mastering its setup. "The tyre was so unique; right on the edge all the time and it was very, very hard to learn. I loved trying different springs and damper brands, or different racks and diffs. It's very hard to set up, but when you got it right you felt like you'd really achieved something."

Innovations like cooling water spray for the brakes (now banned) was another happy memory. "It was to try and make them last longer, and it was just magically faster. As a driver we'd disperse water over the stint, then come into the pits for 100 kilos of fuel and 40 kilos of water, which was cool as. You just don't have all that fun variation these days as it's all pretty standardised."

But we can look to the future with positivity, not least with Supercars' changes for 2025 which should boost excitement for both drivers and fans. And if David's a podium regular, strap yourself in for plenty of fun. **ACM**

Reynolds races the Team 18 Tradie Energy Chevy Camaro in 2025, hoping to snare a top ten place to race in the Finals.

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Wild card

Bates can't wait to brush shoulders with legends

There's no denying it, 2025 might be the biggest year in Zach Bates' career.

The 20-year-old may have already carved out a tonne of racing success, but things are going up a gear as he joins Triple Eight Race Engineering as part of the Supercheap Auto Racing wildcard program.

Legendary company

"I'm extremely excited to kick things off," Zach said ahead of the 2025 Supercars season.

"I wouldn't want to have my wildcard debut anywhere ... Triple Eight and Supercheap Auto really have provided the best package there is."

Of course, Zach's debut in top-tier motorsport comes with the blessings of racing immortality – Craig Lowndes who leads the Triple Eight-run Supercheap Auto wildcard program. The youngster's first meeting with Lowndes and the team came last year, where Zach got to live out a boyhood dream and do laps with the legend himself.

"I went up to the workshop and spent a day with him, which was cool," Zach said.

"I got to meet the whole team, with everything going on it was a lot of names to remember."

One name he won't forget will certainly be Lowndes', with the two scheduled to hit the track for the famed Bathurst 1000 later this year.

"Growing up watching Bathurst and seeing Lowndsey killing it; I don't think it'll really hit me until we're there doing it," Zach said.

"I don't think you can ever underestimate the power of his name, he's always got people all over him."

Until then, Zach plans to learn all he can from the pits amid some legendary company.

"Zach's been quite impressive in the Super2 category the past two year," Lowndes told Red Bull Ampol Racing.

"He's shown good consistency, and even though we've had limited interactions so far, he shows great promise.

"It's a great opportunity to announce Zach nice and early to get it out there, but at the same time start laying the foundation with him to set the scene for the early stages, so he knows what he's up for.

"I'm really proud to be involved in the success of this program over the past three years. "It's great to be able to give back to the sport that I love and share the knowledge and wisdom that I've been able to create over the past 30-plus years that I've been involved.

"The program itself is getting bigger and stronger every year, and this year was no doubt the most promising. Building on that momentum I'm looking forward to next year with Zach making it bigger and more super."

Zach could not be more stoked to be racing in the Bathurst 1000 with the great Craig Lowndes.

"I don't think you can ever underestimate **the power of his name,** he's always got people all over him"

Team sport

The Supercheap Auto wildcard team is no stranger to producing some of the competition's best, including Broc Feeney and Cooper Murray. Zach said another Supercars star – Red Bull Ampol's Will Brown – played a huge role in getting him on board with Triple Eight.

"Being able to pick the brains of Will Brown and Broc Feeney on and off the track will be great," Zach said.

"Will's done a lot for me, and helped make this whole program possible [for me] – I couldn't have done it without him."

Another person Zach definitely wouldn't be there without is his dad – Aussie rally driver Rick Bates. Along with uncle and Australian rally champion Neal Bates, as well as the rest of his family, Zach said his own personal team is irreplaceable.

"It's been an incredible effort from the family," he said.

"it's a huge team sport and I can't do it without them." **ACM**

Images: Supercheap Auto.

Cool racing

BRT ready to tackle Supercars season

Blanchard Racing Team (BRT) has proudly pulled the covers off its dynamic liveries for the No. 3 CoolDrive Racing and No. 7 Snowy River Racing Mustangs set to compete in the 2025 Supercars Championship season.

In addition to the updated look, the team has also announced organisational changes for the upcoming season.

In its second season as a two-car Supercars team, BRT will be leveraging strategic personnel changes to drive development.

Mike Henry joins as Technical Director with significant experience in Supercars and Formula One.

Daniel Veronese will be the new Race Engineer for Car No. 3, whilst Chris Fitzgerald transitions to the Performance & Strategy Engineer role, focusing on optimising the performance of both BRT Supercars. Finally, Matthew Saunders retains the position of Engineering Manager and Race Engineer on Car No. 7.

"After our foundation year as a two-car team, we have not rested on our laurels during the offseason," Team Principal Tim Blanchard said.

"Significant investments have been made, emphasising the expansion and empowerment of our team personnel as well as extensive performance enhancements to both of our cars."

"James and Aaron made a great pairing last season providing a mix of experience, race craft and young dynamic energy and we look forward to seeing more of the same this year.

Ready on all cylinders

Throughout the off-season, the focus of the team was on connection and cultivating a robust team culture, while continuously striving to raise their standards and integrate high performance into every aspect.

"Everyone in the team has poured heart, soul, and sweat into improving every detail of our operation over the summer break," Team Manager Kate Harrington said.

"We're ready to get the season underway, hit the ground running and we hope to make everyone proud of what our team can achieve."

In an effort to bolster its commercial operations and enhance stakeholder value; BRT has appointed Mitch Brittain as Commercial Manager. Brittain's role will focus on developing and maintaining synergistic partnerships, as well as creating exceptional experiences for BRT supporters.

"I am excited to join the BRT family and look forward to creating a dynamic commercial environment where our partners can thrive in tandem with the team," Brittain said.

"Together, we will explore new avenues for collaboration, deepen our connections with fans, and unlock unprecedented value for every member of the BRT community."

In what promises to be an electrifying farewell tour to the Supercars championship as a full-time driver, 2010 Supercars champion James Courtney will take the reins of the No. 7 Snowy River Racing Mustang.

The car will feature an evolution from last year's design, proudly displaying the prominent teal branding of Snowy River Caravans, one of Australia's leading caravan manufacturers.

"Even as I approach my farewell tour, my commitment to achieving top results remains unwavering," Courtney stated.

"The team have put in a tremendous amount of preparation during the break and I have full confidence that we will be able to move up the grid as a collective.

"It's all about leaving nothing on the table and finishing strong, with no regrets."

Joining him on the track will be Aaron Love in the No. 3 CoolDrive Racing Mustang, powered by CoolDrive Auto Parts, Australia's leading family-owned automotive parts supplier for the automotive aftermarket.

After a promising rookie season, Love is geared up for further growth, building on his firsthand experience from his inaugural year.

"This year is about leveraging every learning from my debut season and striving for improvement," Love said.

"I am all in, determined to take the next step forward and secure quality results for the team."

"I can't wait to kick off my second season in Supercars and go racing again." ACM

For more information on Blanchard Racing Team, our partners, and our 2025 campaign, visit blanchardracing.com.au

Aaron Love's thrilled to be racing in his second Supercars season.

Image: Supplied by CoolDrive Auto Parts.

BRT's two drivers this season will be James Courtney and Aaron Love (pictured).

Penrite Racing will ride into the 2025 Championship season with youngsters Matt Payne and Kai Allen.

Images: Penrite Oil.

Bold and gold

Penrite Racing reveals sleek new livery for 2025 Season

Penrite Racing has revealed its striking 2025 season livery, an evolution of the 2024 design, which is set to turn heads on and off the track during the Supercars Championship Season.

The new livery showcases a sleek signature pattern, building on the success of last year's design, with a refreshed and dynamic aesthetic that embodies the team's passion for performance and commitment to excellence.

The 2025 livery unveiled by Penrite Racing not only boasts a sleek new design, but also proudly displays the team's valued partnerships, renewing key collaborations with premier, major, and official sponsors, while also welcoming the addition of exciting new partners.

Penrite Racing's 2025 season will be led by a youthful and dynamic driver line-up, featuring Matt Payne in Car #19 and rookie sensation Kai Allen in Car #26, marking the youngest driver pairing in the Supercars Championship in 18 years.

The driver pairings for Penrite Racing's endurance campaign have been confirmed, with Matt Payne in Car #19 being joined by the highly experienced and accomplished Garth Tander, a five-time Bathurst Champion. Meanwhile, Car #26 will see rookie Kai Allen partnered with seasoned co-driver Dale Wood, providing a strong balance of youth and experience, and demonstrating the team's commitment to achieving excellence.

New blood

Under the leadership of Team Principal David Cauchi, Penrite Racing is poised for a strong season, with Cauchi's focus on performance, strategy, and teamwork driving the team's ambitions. Supported by Technical Director Grant McPherson, who brings a wealth of technical expertise to the table, the team is well-equipped to optimize the performance of the Ford Mustangs and provide a competitive platform for drivers Matt Payne and Kai Allen to succeed.

As the team takes to the track, they will also be celebrating a significant milestone with naming rights sponsor Penrite Oil, who are gearing up to commemorate their 100-year anniversary in 2026, a testament to the company's rich history and dedication to the sport, making the this season a truly memorable one for the team and its partners.

Grove Racing Team Principal David Cauchi is eager to kickstart the 2025 season to showcase Penrite Racing's livery and on-track performance:

"This is a year of evolution for Penrite Racing, and this is reflected in our 2025 season livery. As we continue our relationship with many long-standing partners, as well as bring some new brands and faces into the sport.

"We welcome Kai Allen to the team and are excited to partner him alongside Matthew Payne and bring the most youthful driver line up to the sport," he continued.

"We look forward to developing our Penrite Racing Ford Mustangs throughout the season and work towards the new finals system introduced for the first time this year. 2025 will certainly be a year to watch all the way till the chequered flag drops at the final race."

Penrite Oil CEO Toby Dymond spoke to the excitement of the 2025 season:

"We're excited to continue our partnership with the team and delighted to welcome Kai Allen to the family.

His addition makes us proud to have the youngest driver line-up with Matt Payne in 18 years of Supercars.

"With our 100-year anniversary approaching, it's the perfect time to reflect on our strong history of supporting Australian motorsport," he added.

"We can't wait to see what this season holds!" Grove Group Executive Chairman Stephen Grove spoke to the driver line up and on-track projection of the Penrite Racing team:

"The 2025 season is a significant milestone as we continue our commitment to developing young talent, resulting in the youngest driver lineup on the grid.

"We are excited to welcome Kai Allen to the Penrite Racing Ford Mustangs," Stephen added.

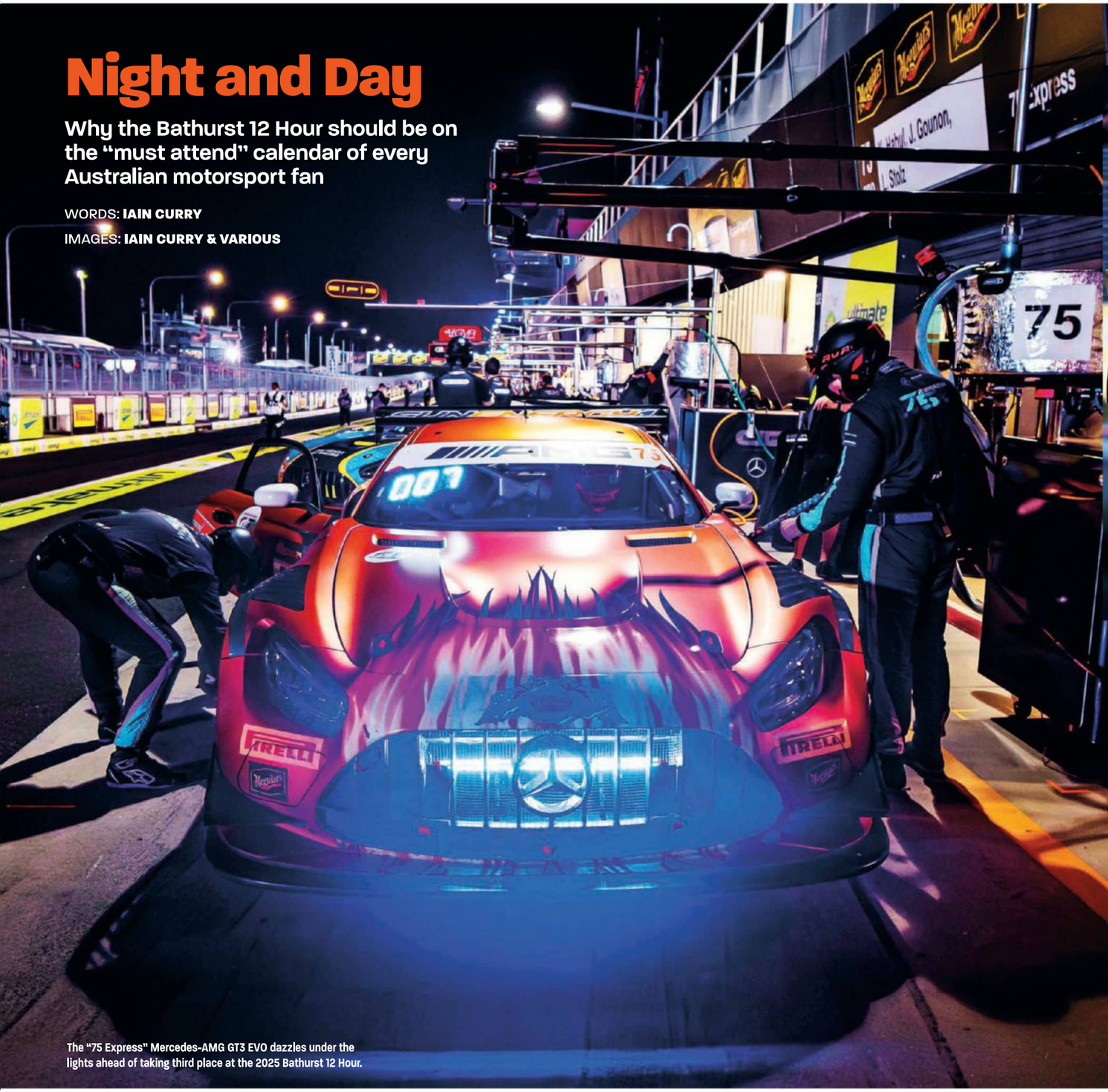
"Grove Racing are proud to continue our partnership with Penrite Oil as it approaches its 100th anniversary in 2026 along with our valued family of sponsors, we look forward to a successful year on track." ACM

Night and Day

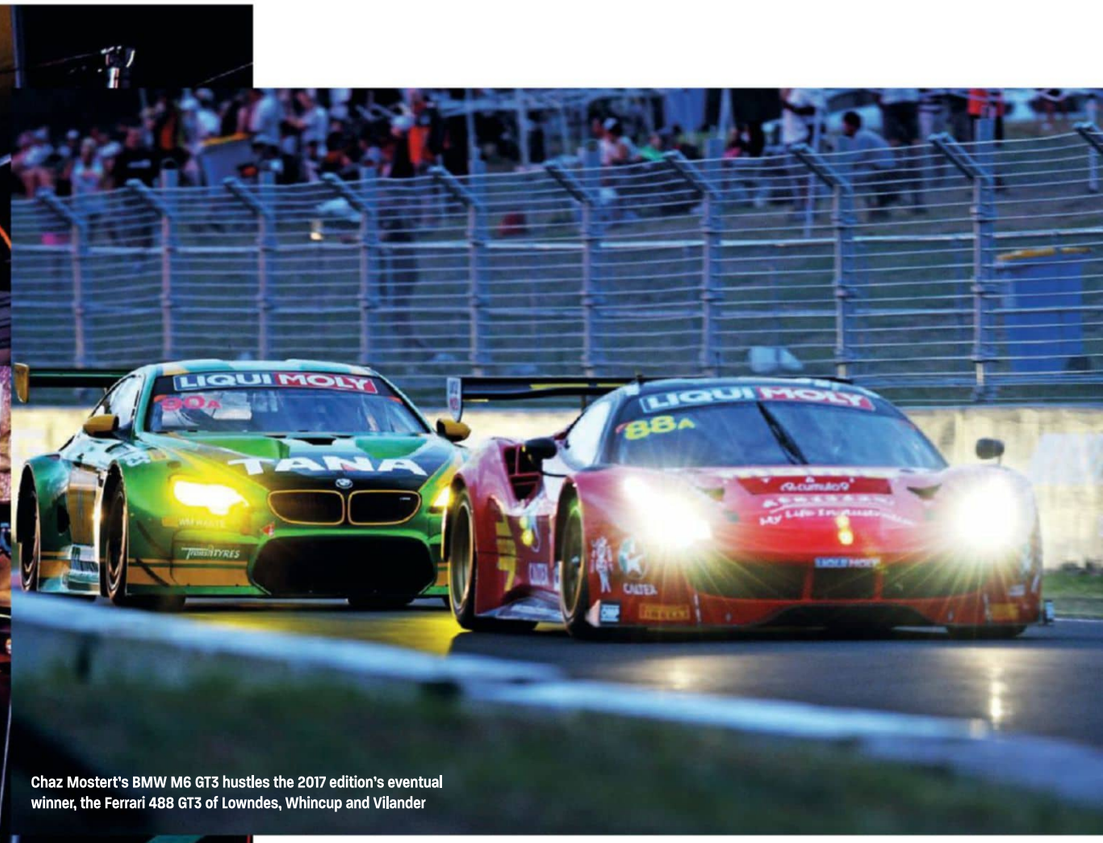
Why the Bathurst 12 Hour should be on the "must attend" calendar of every Australian motorsport fan

WORDS: **IAIN CURRY**

IMAGES: **IAIN CURRY & VARIOUS**



The "75 Express" Mercedes-AMG GT3 EVO dazzles under the lights ahead of taking third place at the 2025 Bathurst 12 Hour.



Chaz Mostert's BMW M6 GT3 hustles the 2017 edition's eventual winner, the Ferrari 488 GT3 of Lowndes, Whincup and Vilander

There's something magical about waking well before dawn for a car race. You're dog tired, of course, but a proper motorsport fan doesn't mind a bit of discomfort. It's the giddy anticipation of what's to come, as you hastily chug down a terrible watery coffee and overly-greasy brekkie roll.

You'll trek into a freezing forest for a rally stage; pile onto a packed and stinky courtesy bus to barely see the F1 qualifying, or – back in the wild old days at least – navigate burning cars and flying beer cans on the banks at Mt Panorama.

Early risers

In recent years, the hardcore fan's annual pilgrimage is to the Bathurst 12 Hour. Start time is an unholy 5.45am, in the dark, so to make kick-off you're out of the swag and on the road long before. Mt Panorama's trackside hotel is the ideal place to overnight, but so popular has this half day enduro become, you bet those rooms are priced at a premium and filled with the top brass and guests of car companies and lead sponsors.

My first Bathurst 12 Hour was almost 20 years ago (in a tent) when it was only open to Group 3E Series Production Cars. That meant near-standard vehicles that would've recently rolled out of a showroom: think BMW 335i, Subaru Impreza WRX, Mitsubishi Lancer Evo 8 and Ford BF Falcon XR8s. Hell, a Mini Cooper S almost cracked the top ten in 2007.

By 2011, the 12 Hour race had turned on its head as GT3-specification cars were allowed. Along came the spectacular Audi R8 LMS GT3s run by factory-backed Audi Sport and with big name international drivers. Audi also hired Craig Lowndes that year (now there's a man who knows his way around the Mountain), who almost took his first 12 Hour win in one of those gorgeous-sounding German V10s.

The race had lost its 'everyman' feel, where amateur racers in cheapish cars could one day hope to share Bathurst track time with Australia's best. After all, the 12 Hour trophy was won by elites such as Alan Jones, Allan Grice, Dick Johnson and John Bowe before GT3 cars arrived.

Stunning spectacle

But what an incredible spectacle it is today, and one I'd compel anyone with even a

passing interest in motorsport to attend. Not just for the GT3 exotica, but for the unique feel of a dawn-to-dusk sporting occasion, watching the sun rise over the mountain, the mesmerising screams from a variety of racing engines, and absolutely top line drivers racing at ten-tenths. Be in no doubt, winning at Mt Panorama has become a bucket list wish for the world's best sportscar racers.

A decade after my first 12 Hour, I returned for the 2017 running. What a change. GT3 versions of the Ferrari 488, Bentley Continental, Mercedes-AMG GT, Lamborghini Gallardo and Audi R8. I told a mate the last time I came here there was a factory-spec diesel Holden Astra going around... they never made GT3 versions of those, eh?

So what of 2025? Some 50,000 attended the February running. No, it can't compete with numbers seen at the Bathurst 1000, but that makes the 12 Hour more chilled out and easier to find different vantage points to enjoy the action. As with other global endurance events like the Le Mans 24 Hour or Sebring 24, you can even have a snooze on the grass with high-octane engines sending you to sleep, then there's still plenty of action to come when you awake.

Stacked with starpower

It was a stellar field this year. Drivers included the best from Supercars: Chaz Mostert, Will Brown, Cam Waters and Broc Feeney. Veteran Craig Lowndes was in a Mercedes AMG GT3 Evo, while some of the globe's finest sportscars racers took their place on our famous mountain track. Matt Campbell, Kelvin van der Linde, Augusto Farfus, Maro Engel and nine-time Moto GP Champion Valentino Rossi, now a factory BMW driver.

The cars weren't bad either, although a field of just 22 entrants isn't enough for such a top-drawer event – over twice that number competed ten years ago. But GT3 versions of the Audi R8, Porsche 911, BMW M4, Ferrari 296, Lamborghini Huracan, McLaren Artura and Aston Martin Vantage ensured plenty of eye candy, and painfully expensive repair bills when some were humbled against the Mountain's unforgiving walls.

These are brutally fast and spectacular race cars. Outrageous carbon fibre wide bodies, mighty rear wings and beastly exhaust notes. They're damn fast too. Austrian Lucas Auer took pole position in his Mercedes-AMG GT3 Evo, stopping the clock at 2.01.276 over the 6.2km circuit. For context, last year's Bathurst 1000 pole time – by Brodie Kostecki in his Chevrolet Camaro Supercar – was over four seconds slower.

Unlike Supercars, the variety of engines and their notes is a huge drawcard at the 12 Hours.

Go for the golden age

For over 300 laps of racing in 2025, we enjoyed the different roars, screams, barks and wails from BMW inline six-cylinders, Ferrari V6s, Porsche flat sixes, AMG V8s and bellowing V10s mid-mounted in Lamborghinis and Audis. There was even a screaming (Audi sourced) five-cylinder turbo in a KTM X-Bow GT2 before a practice crash ruled it out.

You can argue with mates over the most delicious engine note as you make the steep climb to Mt Panorama's higher reaches, where you join the hardcore campers. Around 7500 overnighted under canvas this year, and in warm summer weather it's an always memorable place to bed down before race day.

From up here it reminds what a purist's racetrack Mt Panorama is. You absolutely feel the speed of these superb cars from up here, marvel at the drivers' race craft, and are wowed by outrageous gradients and the always-close racing. And, after half a day of action, most cars proudly showed off bodywork battle scars. Some, sadly, were too scarred to make the finish line.

A 1-2 victory went to Team WRT and its pair of BMW M4 GT3s, executing a perfect race strategy to take the honours, despite not having the fastest cars. And if you want a highlight, check out the video of lap one, in the pitch black, of three wide up Mountain Straight when there really isn't room. Rubbing is racing, but it takes some big cojones to play high speed chicken three abreast while knowing there's 12 hours of racing ahead.

Who knows what path motorsport will take in the future? The rise of the electrics and ever-tougher emissions rules could, painfully, make GT3s based on factory road cars obsolete before we know it.

Yet another reason to put the next Bathurst 12 Hour on your calendar for a quite unique motorsport experience at Australia's finest and most picturesque racetrack. **ACM**

Star power arrived with Moto GP legend Valentino Rossi helping the BMW M4 GT to second place in this year's 12 Hour.

A huge part of the Bathurst 12 Hour's appeal is it starting in the dark and finishing at dusk on Mount Panorama.

It's a long day out for the mechanics, who snag rest when it's available. Often they're called into action at very short notice.

An apprenticeship, working alongside an experienced auto body technician or painter is one of the best ways to learn the skills needed.

Images: fotofabrika/littlewolf1989/stock.adobe.com.

Pearler

Automotive colour matching challenges and solutions of 4-layer pearls

WORDS:
JEFF RICHARDS, NATIONAL PRESIDENT, IAME.

Colour matching in automotive painting is a complex process that requires precision and an in-depth understanding of how different layers of paint interact with light. In recent years, 4-layer pearls have become more popular in the automotive industry, as they offer a deeper, more dynamic finish that can shift in appearance depending on the viewing angle and lighting conditions. However, matching these advanced finishes presents unique challenges. In this article, we'll explore those challenges and the tools and equipment that can help technicians overcome them.

What are 4-layer pearls?

A 4-layer pearl finish typically consists of the following layers:

1. **Base coat –** This is the primary colour layer, typically with a solid or metallic finish.
2. **Pearl coat –** A layer containing special pearlescent particles, which gives the car its characteristic depth and shimmering effect.
3. **Clear coat –** A protective, transparent layer that adds gloss and further depth to the finish.
4. **Optional topcoat or enhancer –** Sometimes, a fourth layer is added to enhance the metallic/pearlescent effect or improve the durability of the finish.

The pearlescent particles in the second layer create a unique challenge when it comes to matching, as the particles reflect light in different ways depending on their angle, resulting in a colour that can look different under various lighting conditions. Pearlescent particles are the key component in achieving the unique, shimmering effect seen in pearl and metallic automotive finishes. These particles are typically microscopic, iridescent flakes that are designed to reflect and refract light in different ways, creating a deep, multi-dimensional look. Here's a breakdown of what they are made of and how they achieve their signature effect:

1. Material composition of pearlescent particles

The pearlescent effect is usually achieved with mica-based particles, though sometimes other materials like titanium dioxide, bismuth oxychloride, or even synthetic pearls are used. Here's a closer look at the common materials:

- Mica: Mica is a naturally occurring mineral that is thin and transparent, which gives it the ability to reflect light effectively. Mica flakes are coated with a layer of metal oxide, such as titanium dioxide, which enhances the reflective qualities of the mica and creates the pearlescent shimmer.
- Titanium Dioxide Coating: Titanium dioxide is often applied as a thin coating over the mica flakes. This coating increases the light reflection and refraction, making the pearl effect more pronounced. The titanium dioxide coating creates interference effects, which causes the light to scatter and gives the paint its distinctive depth and shimmer.
- Other Additives: Some high-end or specialty pearls may use additional materials, such as bismuth oxychloride (which creates a gold-like shimmer) or synthetic silica, to achieve different hues or effects. These are often combined with mica or other base materials to create the desired aesthetic.

2. How pearlescent particles achieve the shimmering effect

The unique visual effect that pearlescent particles produce is a result of both light interference and scattering.

- Light Interference: The layers of mica and titanium dioxide reflect light at different angles, creating interference effects. This is similar to how soap bubbles or oil slicks show multiple colours, as light reflects off the various layers in the particle and is refracted in different ways. As a result, the colour appears to shift depending on the viewing angle and light source.
- Scattering and Reflection: The pearlescent particles are designed to reflect and scatter light in various directions, which helps to produce that "deep" look often associated with pearlescent finishes. This effect is particularly noticeable under direct light, where the vehicle's colour can shift in hue or appear more vibrant.
- Layering and Size of Particles: The size of the pearlescent particles can affect the overall effect. Larger particles can produce a more pronounced shimmer, while smaller particles tend to create a smoother, subtler shine. The way the particles are distributed in the paint, and their density, also affects how the final coat reflects light.

3. Achieving the desired finish

When these pearlescent particles are suspended in the paint, their position and distribution are crucial to achieving the desired effect. The particles are carefully engineered to ensure that they are evenly dispersed in the base coat and that the clear coat (top layer) enhances their reflective properties.

Challenges in colour matching for 4-layer pearls

1. Complex layer interaction

The four layers in a 4-layer pearlescent finish each interact with light differently. The base coat determines the primary colour, while the pearl coat influences how the light reflects and scatters. Achieving an exact match requires understanding how these layers blend together under different lighting conditions.

2. Angle Sensitivity

One of the most significant challenges with pearlescent paints is that the colour often appears different when viewed from different angles. The pearl particles create a shifting effect, causing slight variations in hue and brightness based on the angle of light hitting the surface. Reproducing this effect accurately in a repair job is crucial but difficult.

3. Environmental Variability

External factors, such as ambient light and weather conditions, can significantly influence how a pearl finish appears. For example, a car painted with a 4-layer pearl may look slightly different under natural sunlight compared to artificial light, which makes the matching process even more complicated.

4. Custom Colour Variations

Pearlescent colours, especially in automotive applications, can vary even within the same model year, depending on the production batch, application technique, or even subtle environmental factors during production. This means that the colour on a vehicle may not perfectly match a reference or sample card.

5. Durability Concerns

The clear coat in a 4-layer pearl finish is designed to offer protection and depth, but it can also cause slight fading over time due to exposure to UV rays and environmental factors. The challenge in matching older finishes comes from accounting for any wear or degradation of the top layers.

Solutions for colour matching 4-layer pearls

1. Advanced Colour Formulation Systems

Automotive repair shops are increasingly relying on sophisticated colour matching software and systems that analyse and recommend specific formulas for matching custom colours. These systems can take into account factors like the angle of viewing and lighting conditions, adjusting the formula to help achieve a perfect match.

2. Spectrophotometers and Colour Meters

A spectrophotometer is a powerful tool that helps technicians scan the original paint to measure its colour properties accurately. These devices assess the way the paint reflects light at different wavelengths, which helps in understanding the underlying hues and ensuring the formula generated matches precisely. Spectrophotometers that can analyse metallic and pearlescent paints are particularly useful for 4-layer finishes.

3. Multiple Layer Application and Blending Techniques

Technicians often use multi-layer application methods to mimic the original finish. This might involve applying the base coat first, followed by the pearl coat, and carefully adjusting the thickness of each layer to match the depth of the original colour. Additionally, blending techniques, such as "fogging" or airbrushing the edges of the repair area, help to ensure a seamless transition between the repaired and original paint.

4. Custom Mixing and Test Panels

Custom mixing allows technicians to adjust the colour formulation until it closely matches the original finish. This process might require several iterations of spraying and checking the results on test panels, which can then be compared to the vehicle's original finish under different lighting conditions.

5. Advanced Paint Booths with Controlled Lighting

Paint booths equipped with adjustable lighting allow technicians to simulate different lighting conditions, ensuring that the paint finish will appear consistent in various environments. These booths can mimic daylight, incandescent, and fluorescent light, helping the technician observe how the paint changes depending on the light source.

6. Temperature and Humidity Control

Many modern paint booths include temperature and humidity control systems, as these factors can influence how the paint cures and appears. Ensuring optimal conditions for drying and curing can help prevent colour mismatches due to environmental fluctuations.

7. Training and Expertise

Proper training and hands-on experience are critical when working with 4-layer pearls. Skilled technicians will have an understanding of how these complex finishes work and be able to adjust techniques accordingly. Additionally, some manufacturers offer specialised training on how to work with their advanced pearlescent colours.

Tools and equipment for automotive colour matching

1. **Colour Matching Software:** Software like SpectraMaster™ or Axalta's ColorNet® provides advanced formulas for colour matching based on the specific requirements of the job, considering factors like base coat, pearl coat, and clear coat.
2. **Spectrophotometer (e.g., PPG's ColorReader):** This tool is indispensable

Larger pearlescent particles create a more pronounced shimmer, whereas smaller particles tend to create a smooth and subtle shine.

for measuring precise colour values. Some devices are designed specifically for metallic and pearlescent paints and can help accurately replicate finishes.

3. **Paint Mixers and Shakers:** These machines ensure that the paint is mixed thoroughly, allowing for a consistent and precise formulation. Accurate mixing is especially important when dealing with complex multi-layer finishes.
4. **Dual-Action Sanders and Polishers:** These tools are used to prepare the surface for paint application and to smooth out any imperfections. For 4-layer finishes, achieving a perfectly smooth surface is critical for an even application of the paint.
5. **Light Booths (e.g., Global Finishing Solutions' Spectrum Light Booth):** These booths help technicians view their work under different light conditions, aiding in the precise matching of automotive paints, especially pearlescent finishes that change appearance under varying light sources.
6. **Infrared Curing Lamps:** These lamps can speed up the drying process and ensure that paint cures uniformly, which is essential for multi-layer finishes like 4-layer pearls.

Basic steps to become a trained technician within this field of expertise

Becoming a trained technician in the field of automotive paint, especially for complex finishes like 4-layer pearls, requires a combination of technical skills, hands-on experience, and knowledge of paint chemistry. Training programs vary depending on the specific needs of the industry, but here's a general roadmap for someone who wants to become proficient in automotive paint applications, particularly for advanced finishes like pearlescents and metallics:

1. Basic foundation in automotive refinishing

Start with basic auto body and paint training

The first step is to acquire foundational knowledge in automotive refinishing. This typically involves:

- **Learning the Basics of Auto Body Repair:** Understanding how to prep, repair, and finish vehicle surfaces is critical. This might involve training in:
  - Surface preparation (sanding, priming, masking)
  - Basic paint application (spraying, clear coating)
  - Repairing and blending old paint
- **Trade School or Vocational Training Programs:** Many individuals start by enrolling in an accredited auto body repair or collision repair program at a vocational school or community college. These programs often cover a broad range of topics, from basic bodywork to advanced painting techniques.

Example Programs:

- Automotive Refinishing Technology programs
- Collision Repair courses
- Specialised training in paint application and finishing for high-quality automotive paints

The training duration can range from a few months to a couple of years, depending on the program.

2. Understanding advanced paint techniques

Once the basics are covered, you'll need to learn more specialised techniques, particularly for advanced finishes like metallics and pearlescents.

Advanced finishes, such as 4-layer pearls, require an understanding of:

- **Pearlescent Paints:** Understanding the science behind pearlescent pigments (mica flakes, titanium dioxide coatings) and how they interact with light.
- **Multi-Layer Application:** The techniques for layering base coats, pearl coats, and clear coats to achieve a seamless finish.
- **Blending Techniques:** Repairing or repainting areas with a multi-layer finish requires blending skills, as matching these finishes isn't as straightforward as with traditional solid colours.

To gain expertise in these advanced techniques:

- **Workshops and Seminars:** Many companies, like PPG and DuPont, host workshops and seminars for automotive refinishing professionals. These programs focus on advanced painting systems, including pearlescent, metallic, and custom finishes.
- **Manufacturer-Specific Training:** Major automotive paint manufacturers offer certified training courses on their products. This can include detailed instruction on mixing and applying specialty paints, including pearls, and learning the nuances of their specific paint systems.

Examples of manufacturer training:

- PPG Refinish: PPG offers specialised training courses in various refinishing techniques, including colour matching and advanced coatings.
- Axalta Refinish: Axalta provides training on custom finishes and advanced application techniques.

3. Hands-on experience and apprenticeships

Practical experience is key to mastering the art of automotive paint application. A combination of classroom training and hands-on work will help solidify the knowledge gained in a theoretical setting.

- **Apprenticeships:** One of the best ways to learn the skills needed is through an apprenticeship working alongside an experienced auto body technician or painter. This allows you to apply what you've learned in a real-world setting while under the guidance of an expert. The Institute of Automotive Mechanical Engineers, via their Registered Training Organisation (RTO NO. 90409) provides Apprenticeship on-the-job-training, so as the Apprentice progresses so does the training progress. For more information on our Training program or Apprenticeships visit: https://www.iame.com.au/training-education.
- **Entry-Level Jobs:** Starting as an assistant or junior technician in an auto body shop gives you a chance to work with more experienced painters, observe their techniques, and build your skill set over time. You will learn the practicalities of working with different paint systems, including how to mix paint, prep surfaces, and deal with challenging finishes.
- **Specialty Repair Shops:** Some shops specialise in high-end finishes or custom paint jobs. These are great places to refine your skills, particularly if you're interested in working with advanced coatings like pearls, chameleons, or metallics.

4. Certification programs

After completing hands-on training, some individuals pursue certification to enhance their credibility and career prospects. Certification can demonstrate proficiency in certain aspects of automotive painting and refinishing.

Certification Options:

- **I-CAR (Inter-Industry Conference on Auto Collision Repair):** I-CAR is an organisation that offers comprehensive training and certification programs for auto collision repair and refinishing. While it focuses primarily on collision repair, I-CAR's Refinishing Training offers certification programs for those interested in mastering paint techniques, including advanced finishes.
- **ASE Certification (Automotive Service Excellence):** ASE offers certifications for various automotive service fields. While ASE doesn't offer specific certifications for paint, their Automotive Collision Repair certification can enhance a technician's credentials.
- **Manufacturer Certifications:** Some paint manufacturers offer certification for technicians who are trained in their specific products. For example, PPG Certified Technicians are skilled in applying PPG products and understanding the latest technologies and systems in automotive refinishing.

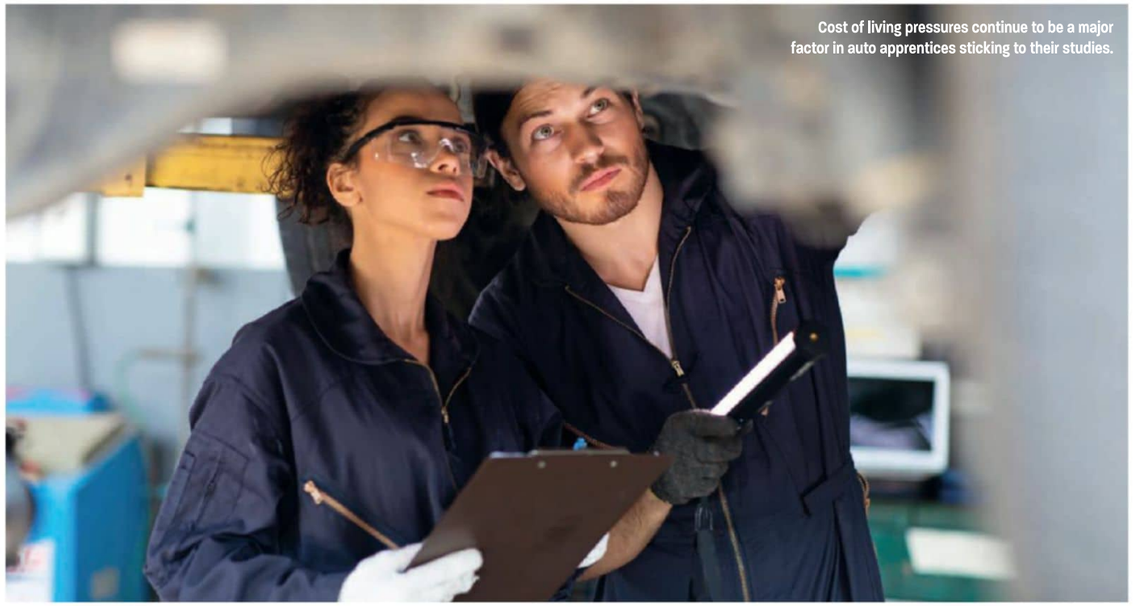
5. Continued education and practice

The field of automotive painting, particularly with advanced coatings like pearlescents, is always evolving. Continued education and practice are important to stay current with the latest products, techniques, and technologies.

- **Stay Updated on New Products:** Advances in paint technology, including new types of pearls, metallics, and clear coats, occur frequently. Staying updated on these changes is essential for remaining competitive and ensuring the best finish quality.
- **Advanced Online Training:** Some companies and educational institutions offer online courses on advanced paint techniques, which can supplement hands-on experience with additional learning.
- **Networking and Peer Learning:** Engaging with peers in the industry through forums, events, or social media groups can help you learn new techniques, troubleshoot problems, and stay motivated to improve your skills.

Conclusion

By combining formal training, practical experience, and ongoing learning, you can build a career as an automotive paint technician specialising in complex finishes like 4-layer pearls. Colour matching for 4-layer pearls in automotive finishes presents numerous challenges, including the complex interplay of layers, lighting sensitivity, and variations in environmental conditions. However, with the right tools, equipment, and expertise, technicians can overcome these obstacles. Advanced colour formulation software, spectrophotometers, and controlled environments in modern paint booths are all key to achieving an accurate, high-quality finish. By investing in the latest technology and ongoing training, the automotive industry can ensure that repairs to pearlescent finishes are seamless, maintaining the vehicle's aesthetic integrity and value. ACM



Cost of living pressures continue to be a major factor in auto apprentices sticking to their studies.

Image: NVB Stocker/stock.adobe.com.

Investing in the future

Interest rate cuts miss pain-points for auto apprentices

WORDS: **APPRENTICESHIPS ARE US**

This weeks' interest rates cut fails to address the pressures felt by the backbone of Australia's skilled workforce: apprentices.

Apprenticeships Are Us (ARU) Managing Director Michael Wentworth said the interest rates cut offers both relief and challenges for automotive apprentices as they manage the realities of the cost-of-living crisis in Australia.

"We work closely with young people stepping into the automotive trade and see ourselves as the true advocates for automotive apprentices. We try and get the best outcomes for the beneficiaries of our service, the automotive apprentices we employ," he said.

"With further rate cuts potentially on the horizon, it's worth unpacking what this means for young apprentices, the future of the automotive industry, who are already feeling the squeeze from rising rent, higher fuel prices, and expensive groceries."

More needed

Mr Wentworth said currently, many of the apprentices are living paycheck to paycheck, struggling to afford tools of their trade, training, and everyday expenses.

"For an 18-year-old apprentice mechanic, earning award wages while learning a trade, these cost pressures are real and immediate. Unlike full-time university students, apprentices work long hours and contribute to the workforce from day one. But their earnings, especially in the early years, don't stretch far in the current economic climate."

According to Mr Wentworth, the 0.25 per cent rate cut is designed to ease financial stress across the economy, lower mortgage repayments and encourage businesses to invest.

"As for apprentices who don't own a home, the bigger concern is whether cost-of-living pressures will ease," he said.

"While the rate cut signals a softer economic stance, inflation is still running hot. Fuel prices remain high, and every apprentice driving to their employer's workshop knows what it feels like to fill up a tank of fuel at today's prices.

According to Mr Wentworth, as the RBA signals further rate cuts, policymakers need to consider how this helps young tradespeople who are the backbone of Australia's skilled workforce.

"Key areas for apprentices are rental relief, and fuel subsidies or transport support. When it comes to their vocation, they need training incentives and continued funding for apprenticeships to keep skilled workers in the trade. We need to look toward employer stability, ensuring automotive businesses survive economic headwinds."

Mr Wentworth said the interest rate cut is a step, but it's not a solution to the cost-of-living challenges facing all young workers.

"As an industry, we need to keep advocating for fair wages, financial relief, and job security for the apprentices who will drive the industry forward."

About Apprenticeships Are Us

Apprenticeships Are Us Ltd is a registered charity and not-for-profit, founded 18 years ago, that provides mentorship and employment opportunities to young people who are interested in pursuing a career in the automotive sector.

The unique group training organisation consists of automotive apprenticeship specialists working with the automotive industry to source apprenticeship opportunities. This means they can be more hands-on by regularly working with apprentices and their host businesses to ensure the satisfaction and well-being of both. ACM

Crossing paths

Iconic Aussie brand Penrite continues as naming rights partner for ProMX

Two Aussie staples – ProMX and Penrite Oil – will reunite in 2025.

Image: Penrite Oil.

Australian lubricants giant Penrite Oil has renewed its significant commitment to the ProMX Championship, and in 2025 will continue as naming rights partner for a fifth successive year. The family-owned company has always been at the forefront of motorcycle competition in Australia through its products and sponsorship activations, and the ProMX renewal in 2025 reinforces its steadfast commitment to the nation's premier motocross championship – which is again set to deliver exhilarating and unforgettable experiences for the fans.

Penrite, which will be celebrating its centenary in 2026, manufactures world-class lubricants and products for not only motorcycles but also cars, commercial vehicles, trucks, tractors and industrial equipment – all designed to withstand the harshest local conditions. Penrite's motorcycle range includes oils, lubes, cleaners, grease, cleaning products and aerosols.

Penrite also takes pride in its Australian roots and commitment to local manufacturing, and only recently received re-certification with 'Australian Owned' – a program which advocates local job creation, innovation and investment opportunities.

The 2025 Penrite ProMX Championship presented by AMX Superstores will be held over eight rounds across four states, beginning in Wonthaggi on March 22-23 and concluding at Queensland Moto Park on August 2-3.

Penrite Oil CEO Toby Dymond said "with a long and proud history in motorsport, we're happy to continue our partnership to support the ProMX Championship for the 2025 season.

"Our continued sponsorship illustrates our ongoing commitment to the sport and the incredible riders who keep the spirit of the motorsport alive. It's been a great journey so far and we look forward to continuing our success."

Motorcycling Australia CEO Peter Doyle said "I am delighted that Penrite Oil has reaffirmed its commitment to the ProMX Championship for 2025.

"The company backed the ProMX concept from the outset, and the stability provided by such an enduring partnership cannot be underestimated," he added.

"Penrite is an amazing Australian success story, with its continuous pursuit of excellence and innovation the main reasons why it's preparing for such a milestone 100-year celebration in 2026." ACM

THE POWER OF
PARTNERSHIP
YOUR PROFESSIONAL ADVANTAGE
Our team is our greatest asset and sets us apart through vast product & vehicle application knowledge and industry experience.
Automotive electrical, air conditioning, mechanical servicing and repairs, workshop consumables, tools and equipment.
National network, widest product range, next level customer service, technical & product knowledge and 24/7 ordering with NAPA ProLink.
AUTOMOTIVE
INDUSTRIAL
MINING
NAPA
More than parts, NAPA powers your performance. We make it our business to drive yours. Visit napaparts.com.au

Fast filters

High performance filtration with Ryco NanoCel®

Ryco is passionate about developing filtration applications not just for passenger vehicles, but for motorsport enthusiasts and performance vehicles alike. It's no surprise then that As Australia's leading aftermarket filtration company, Ryco's Official Filtration Partnership with the Australian Supercars Championship has become a mainstay for the code.

In particular, the A5000R Ryco NanoCel® High Efficiency Air Filter has only had the biggest impact on Supercars engine life longevity, but on their newest range bred from race technology. This is because 90 per cent of engine life is limited by wear and contamination, most of which will come through the air intake if an ineffective filter is fitted. The A5000R is made of a unique seal, and nano-fibre coated media which is pleated into a unique honeycomb construction. This pleating means it can trap more contaminants entering the torturous path down to five micron, while continuing to ensure maximum flow, which is extremely important for maximising horsepower and performance.

Looking ahead, Ryco engineers have continued to design new ways to transfer this successful technology to passenger vehicles. Ryco's NanoCel® High Efficiency Air Filter range was developed and tested in Australia to do just that. With the A5001R and A5002R already making strides in the 4x4 space, more applications will be coming soon for enthusiasts everywhere looking for the same bespoke Supercars technology for their 4x4.

The future of filtration is an exciting one for the Ryco team, as it's an opportunity to build on the developments made with Supercars, which will in-turn have a significant impact on drivers of passenger vehicles. SynTec technology having proven effective in Supercars vehicles has meant it has been highly successful with the everyday driver and performance enthusiast, with these upgrade performance filters available at all good Ryco stockists.

Overall, Ryco's partnership with the Supercars program has illustrated the importance filters have on engine performance, and the lengths this technology can be pushed where new and exciting solutions continue to be developed. ACM

Find out more at rycofilters.com.au

Image: Ryco Filters.

Ryco's SynTec technology ensures its latest filters are as fine as they come both on and off the race track.

Images: GMB.

Pump it up

GMB: The trusted name in water pumps for over 60 years

GMB has the largest range of Water Pumps in the Australasian market with over 1000 pump part numbers stocked at its Sydney Warehouse. Mechanics demand quality of the products they purchase, that's why they demand GMB water pumps.

Do you really know the quality of the water pump you are currently buying?
For over 60 years, GMB has been the name that mechanics trust most when it comes to water pumps.

Whether you're a mechanic working on a high-performance vehicle or a DIY enthusiast tackling routine maintenance, GMB's extensive range of water pumps covers a wide variety of makes and models, ensuring that you can always find the right pump for your needs.

What sets GMB apart from the competition? Its unwavering dedication to precision engineering.

All GMB water pumps are designed and manufactured to meet or exceed OEM specifications, guaranteeing optimal performance and perfect fitment.

Keeping cool

GMB's advanced manufacturing techniques, combined with the use of high-strength aluminium alloy, ensure that each pump is durable, resistant to wear, and capable of withstanding the toughest conditions.

In addition to superior materials, GMB water pumps are rigorously tested for quality and performance.

Each pump undergoes a series of stringent tests to ensure it can handle extreme temperatures, high pressures, and demanding engine conditions.

The result? Water pumps that consistently deliver reliable performance, keeping your engine cool and running smoothly even under the most challenging circumstances.

Another feature that sets GMB apart is attention to detail in design.

Precision-engineered impellers help ensure optimal coolant flow and reduce cavitation, while tight tolerances help minimise noise and vibration, providing a quieter and smoother ride.

And with easy installation, you'll be up and running in no time. Australian mechanics demand quality, and that's exactly what GMB delivers.

If you're not sure about the quality of the water pump you're currently using, it's time to consider switching to GMB - where reliability and performance meet unmatched expertise.

Choose GMB for your next water pump and experience the difference for yourself. ACM

For more information about GMB Oceania, please visit its website: gmb-oceania.com

GMB's water pumps are built tough to handle harsh Australian conditions.

Engineered to fit, built to last

Bring your brakes back to life with Protex

Bring your Holden's brakes back to life with Protex - engineered to fit, built to last, and rigorously tested for peak performance under the harshest conditions. With over 260,000 Holden vehicles still on the road, Protex is proud to announce its re-engineered range of front and rear brake calipers - a cost-effective and hassle-free alternative to repairs. Designed for performance shops and enthusiasts, Protex calipers deliver reliable, leak-free braking and are engineered for easy installation. Whether you're restoring a classic or upgrading for performance, Protex has you covered.

Features & benefits:

- Single and Multi-Piston Designs: Tailored to suit a wide range of applications for optimal braking performance.
- Premium Materials: Crafted with high-quality rubber components, hardened pistons, and durable castings to ensure maximum lifespan and reliability.
- Leak-Free Performance: Engineered with precision and premium materials to deliver dependable, worry-free braking.

Unmatched quality backed by confidence

Protex stands by its promise of exceptional quality with one of the most comprehensive warranties in the industry. Every caliper comes with a 24-month/50,000km warranty, ensuring peace of mind and long-lasting reliability. This warranty not only covers manufacturing defects but reflects the confidence Protex has in its rigorous testing processes, including dynamometer and real-world evaluations. These tests simulate the toughest conditions, guaranteeing that Protex calipers perform flawlessly in durability, safety, and performance.

Why choose Protex?

When you choose Protex, you're not just selecting a brake component - you're investing in safety, reliability, and the assurance that your vehicle's most critical system will perform when you need it most. With industry-leading warranties, a commitment to innovation, and a track record of excellence, Protex continues to set the standard in automotive braking solutions.

For those who demand the best, Protex delivers. Choose Protex, and drive with confidence. ACM

For more information about the Protex range, visit protexparts.com.au

Protex Caliper Number	Use with Protex Pad Number	Use with Protex Rotor Number	Fitment	Vehicle Application
090D0097	DB1331	DR040	FLH Twin Piston	Holden Commodore VT 1997-2000
090D0098	DB1331	DR040	FRH Twin Piston	Holden Commodore VU 2000-2002
090D0657	DB1332	DR041	RLH Single Piston	Holden Commodore VX 2002-2004
090D0658	DB1332	DR041	RRH Twin Piston	Holden Commodore VZ 2004-2007

Images: Bapcor

Each Protex caliper comes with a 24-month/50,000km warranty.

Built tuff

Exedy unveils the revolutionary Ballistic Tuff Clutch

Exedy, a global leader in high-performance automotive components, has once again raised the bar with the release of its latest innovation - a cutting-edge clutch designed specifically for modified street vehicles. This new product promises to set a new standard in performance, durability, and reliability, drawing upon the company's decades of expertise and its legacy in motorsport engineering.

At the heart of this groundbreaking clutch is the fusion of premium Japanese sports clutches with Clutchtex Kevlar friction material. Renowned for its superior qualities, Clutchtex ensures exceptionally smooth engagement, making it ideal for drivers who demand both performance and comfort. The material is engineered to withstand the rigors of high-torque applications, a common feature of modified vehicles, while maintaining consistent operation over an extended lifespan.

Modified street vehicles present unique challenges for clutch systems, requiring a balance between high performance and everyday drivability. Exedy's new clutch addresses these challenges with precision. This product is engineered to deliver superior performance under extreme conditions without compromising on smoothness or longevity. Exedy ensures that this clutch can handle the demands of modified engines while providing the reliability required for daily use.

Top notch

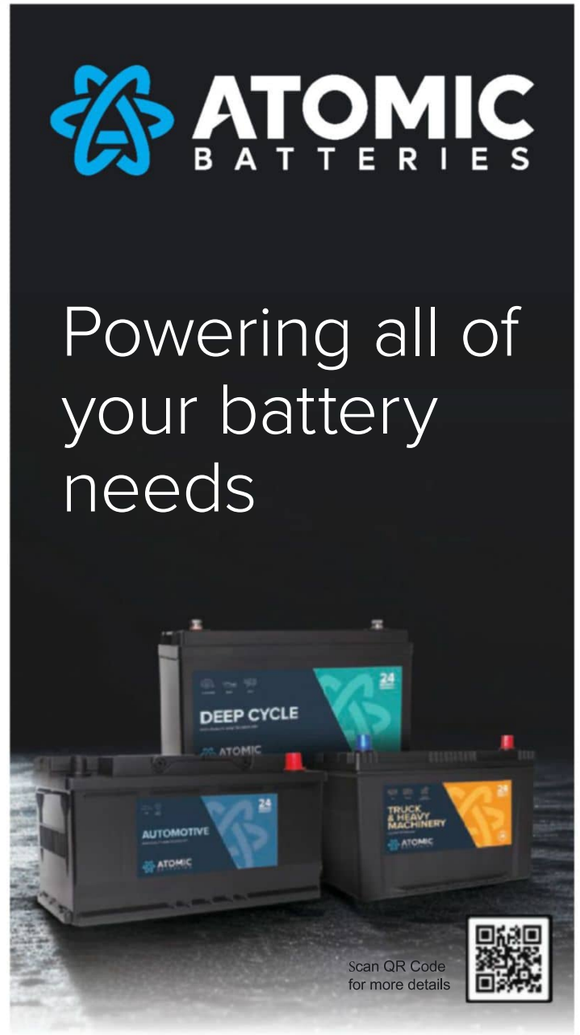
One of the standout features of this clutch is its longevity. Thanks to the Clutchtex friction material and advanced production techniques, the clutch offers significantly enhanced durability compared to conventional alternatives.

The robust construction and meticulous quality control ensure that the clutch maintains its performance over time, even under the demanding conditions often associated with modified vehicles.

Automotive enthusiasts will also appreciate the attention to detail that Exedy has brought to this release. From its smooth engagement to its ability to handle high torque, the clutch is designed to enhance the driving experience for modified street vehicles. Whether navigating urban streets or testing limits on open roads, drivers can rely on this clutch to deliver consistent and exceptional performance. ACM

Image: Exedy.

The Ballistic Tuff Clutch promises to set a new standard in performance, durability, and reliability.



The trusted choice of our partners

PENSKE · JAX TYRES & AUTO "Peace of Mind Driving" · PEDDERS SUSPENSION & BRAKES · AUTO ONE IT'S THE ONE · AUTOPARTS · MIGHTY HELPFUL MITRE 10

POWERED BY CLUBASSIST
PROUDLY AUSTRALIAN OWNED

Safety first

Tackling slippery surfaces with CLR Grease & Oil Remover

Oil and grease spills are inevitable in car workshops and garages, and regular cleaning is key to ensuring workplaces are safe to prevent injuries to staff. According to Safe Work Australia, slips, trips and falls are a major cause of injuries in Australian workplaces, accounting for 21.8 per cent of serious claims, or over 30,000 preventable injuries. Slippery ground surfaces, caused by wet or greasy floors, are a common cause of slips. Taking steps to address slippery surfaces can help prevent these types of injuries in the workplace. This means for occupations where working with oil and grease is an everyday occurrence, cleaning up spills is a priority.

Applications aplenty

CLR Grease & Oil Remover is a fast-acting industrial strength cleaner formulated to clean stubborn engine oil spills, grease and grime build up, from floors and surfaces. The standout feature of CLR Grease & Oil Remover is its versatility. It is effective on a wide range of surfaces including garage floors, driveways, engines, steel and iron tools, underbodies, auto parts, rubber floor mats and fibreglass.

The powerful cleaning solution is non-flammable and non-acidic, contains no abrasives or petroleum solvents, making it safer to use. CLR Grease & Oil Remover is perfect for use outdoors too as it is readily biodegradable and will not harm grass, shrubs, or surrounding vegetation.

Simple to use

Easy to use, the cleaning solution can be applied directly to the surface and left to rest for five minutes, before scrubbing away stains, and rinsing with cool water. Stubborn stains may require another visit with CLR Grease & Oil Remover. The easy application process removes stains and ensures that surfaces are spotlessly clean and look almost like new.

Made in Australia, the CLR Grease and Oil Remover is a true multitasking cleaner, with its advanced formula providing a fast-track solution to stain removal requiring minimal effort and time, making it perfect for diverse cleaning tasks.

CLR products are available from hardware stores and select supermarkets nationally. CLR's Grease & Oil Remover (750ML) RRP$19.89, is available from Bunnings, Coles, Mitre 10, Home Timber Hardware nationally. ACM

For more information, visit www.clrclean.com.au

Image: CLR.

From a professional workshop to a residential garage, CLR's Grease & Oil Remover is a valuable asset.

Bendix
ULTIMATE 4WD™ EPB
WITH DRUM-TO-DISC CONVERSION
ELECTRIC PARK BRAKE
Suits Toyota Hilux N80 series
COMPLETE ELECTRIC PARK BRAKE WITH DRUM-TO-DISC CONVERSION IN ONE CONVENIENT PACKAGE.
Toyota Hilux owners can now enjoy extra braking performance thanks to Bendix's new Ultimate 4WD™ Electric Park Brake (EPB) with Drum-to-Disc conversion kit.
Locally designed and engineered for demanding Australian conditions and applications, the kit which is available for popular 4x4 N80 models (2015-onwards), takes Hilux's braking to a whole new level, both on and off the road.
Automatic engagement
Secure hold
OE style cabin switch
Find solutions for every brake job at www.bendix.com.au
Or freecall the Bendix Brake Advice Centre on 1800 819 666
Bendix is a trademark of Garrett Advancing Motion Inc.
Put your foot down with confidence™

GMB have the largest range of Water Pumps in the Australasian market, with over 1000 pump part numbers stocked at their Sydney Warehouse

GMB have been manufacturing Water Pumps for over 60 years, and GMB quality has always been the best in the aftermarket.

Mechanics demand quality of the products they purchase, that's why they demand GMB Water Pumps.

Do you really know the quality of the Water Pump you are currently buying?

New to market

DBA's Drum-to-Disc Conversion kits

Thinking of leaving drum brakes behind? DBA's Drum-to-Disc Conversion kit may be your ultimate solution.

For both mechanics and drivers, reliable brakes are non-negotiable - especially when the stakes are high. Whether it's towing a caravan packed with family gear, navigating steep mountain roads, or handling the unpredictable demands of off-road adventures, having confidence in your brakes can make all the difference. Disc Brakes Australia (DBA) understands this, and its **Drum-to-Disc Conversion Kit** is the ultimate solution for modernising outdated braking systems.

Designed to meet the needs of mechanics and vehicle owners alike, this kit combines top-tier performance, durability, and ease of maintenance, ensuring safer, smoother journeys for everyone.

Why make the switch to disc brakes?

Drum brakes may have been the standard on small cars and entry-level models for years, but they're no match for the performance and safety of disc brakes - especially when it counts. With DBA's Drum-to-Disc Conversion Kit, drivers and mechanics gain access to:

- **Unmatched Stopping Power:** Imagine towing a fully loaded trailer down a steep descent and feeling complete control, knowing your brakes won't let you down. Disc brakes generally deliver shorter stopping distances and consistent performance over drum brakes, giving drivers and passengers peace of mind on every trip.
- **Enhanced Heat Resistance:** Long drives, heavy loads, and steep terrain can push brakes to their limits. Thanks to the enhanced metallurgy of DBA's 4000 Series T3 Rotors and superior pads friction material, this kit resists brake fade, so you can rely on smooth, dependable stops no matter how demanding the journey.
- **Superior Wet Weather Performance:** Rain, mud, or creek crossings? Unlike drum brakes that hold water and compromise braking ability, disc brakes shed water quickly, keeping you in control when conditions turn rough.

Whether you're a driver looking to protect your loved ones or a mechanic wanting to offer clients the best solution, this kit is designed for confidence in any situation.

Simplifying maintenance for everyone

For mechanics, DBA's conversion kit makes servicing vehicles faster and easier. For drivers, it means less time in the shop and more time on the road.

Here's how:

- **Quick and simple inspections:** Disc brakes are far easier to check and service compared to drum brakes, with accessible pads that simplify replacements.
- **Self-adjusting design:** Unlike drum brakes, which require frequent manual adjustments, disc brakes adjust themselves, saving time for mechanics and money for vehicle owners.
- **Ease of installation:** Each kit comes with detailed installation instructions, simplifying the installation process thus saving workshops valuable time.

This isn't just about convenience though - it's about reliability and predictability. Mechanics know they save time on brake installation and servicing, while drivers enjoy the confidence of knowing their brakes are built for the long haul. DBA's conversion kits are fully compliant with Australian Design Rules (ADR).

The upgrade that brings confidence

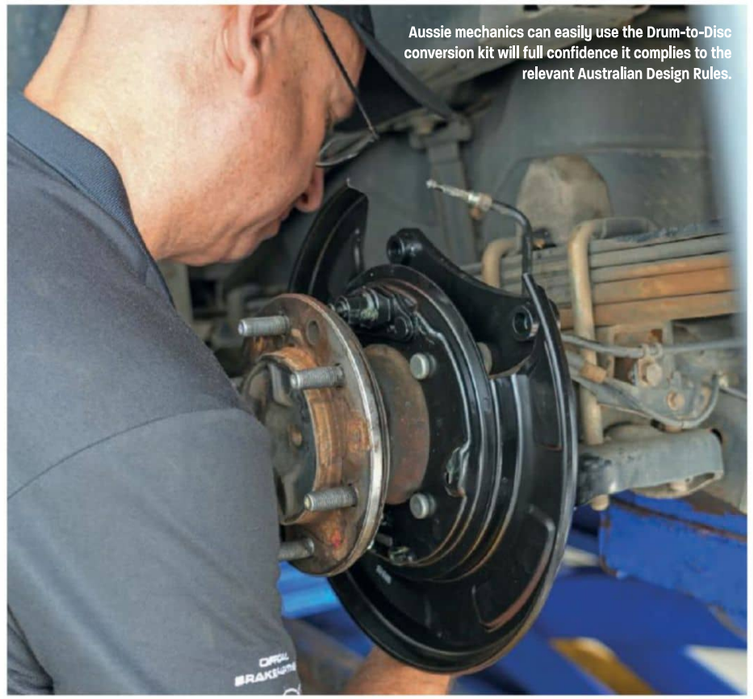
Australia's roads and trails are some of the most challenging in the world. Therefore, DBA's Drum-to-Disc Conversion Kit isn't just a brake upgrade—it's peace of mind. It's the confidence of knowing your brakes will work flawlessly when towing the family boat, navigating unpredictable terrain, or simply getting through the daily grind.

For mechanics, it's an easy-to-install, high-quality solution that satisfies customers and builds trust. For drivers, it's a life-changing improvement that ensures safety, reduces maintenance headaches, and delivers reliable performance day after day.

Don't wait until outdated drum brakes hold you back. Upgrade to DBA's Drum-to-Disc Conversion Kit and feel the difference every time you stop. **ACM**

Learn more at DBA.com.au and follow DBA on socials for product updates, tips, and the latest in brake technology.

Swapping to disc brakes unlocks a world of possibilities for motorists, both on and off-road.



Aussie mechanics can easily use the Drum-to-Disc conversion kit will full confidence it complies to the relevant Australian Design Rules.

Images: Disc Brakes Australia.

19843342

Kelpro

The Mechanic's Choice

3 YEAR 100,000km WARRANTY

SHOCKS & STRUTS

INCLUDES BUMP STOP & PROTECTION KIT*

Kelpro's new range of Shocks & Struts are designed to meet or exceed OEM specifications, ensuring that every component delivers like-for-like quality with enhanced performance, a perfect fit, and smooth installation for any make or model.

Chrome Piston Rod

Reinforced Multi-Lip Seal

Anti-Foaming Oil

Nitrogen Gas Charged

Hassle-Free Installation

Dual Stack Technology

Available from Repco repcotrade.com or NAPA napaparts.com.au